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Directory of the Grain Trade

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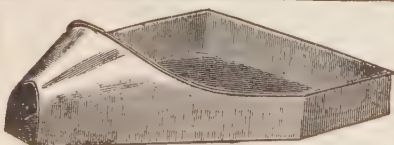
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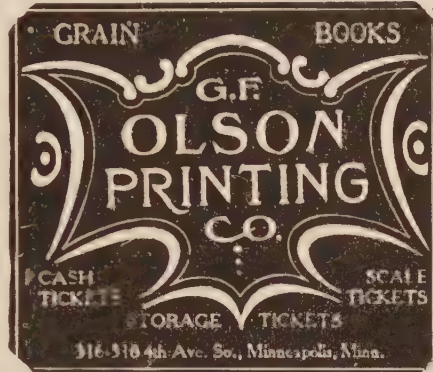
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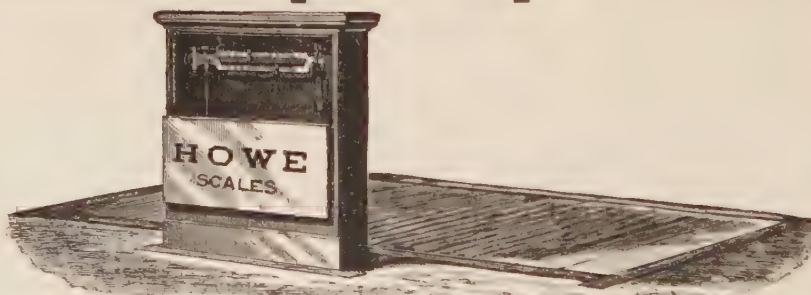
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Sole Distributors
for

Nebraska

1104 Farnam St.

Omaha

Nebraska Scale and Supply Company



This
trade-mark
the guarantee of
excellence on
Goods Electrical

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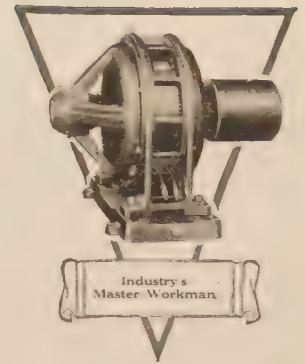
For MICHIGAN business refer to General Electric Company of Michigan, Detroit, Mich.

For TEXAS, OKLAHOMA and ARIZONA business refer to Southwest General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, Houston and Oklahoma City.

For CANADIAN business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

Safe, Clean Power for the Milling Industry

The many advantages of electric power for flour mills and grain elevators are so obvious that the mill owner's only concern need be the selection of the proper motors.



G-E Electric Motors

are especially well adapted to mill and elevator work. They require but little attention and are not readily affected by dust. They do not drop oil nor cause dirt of any kind. Fire risk is also entirely eliminated in these motors, making them ideal sources of power in the presence of inflammable or explosive dust.

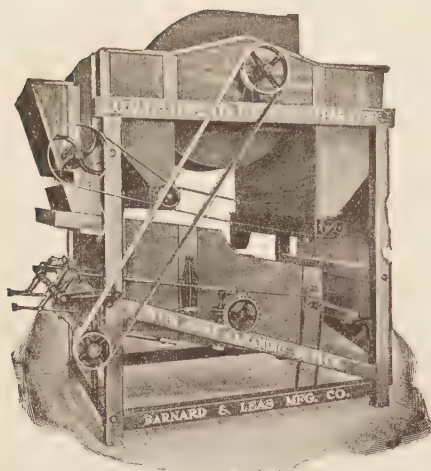
The extreme reliability of G-E motors have made them, for many years, the choice of prominent establishments in every industry.

Our nearest office or motor agency is at your service.

General Electric Company

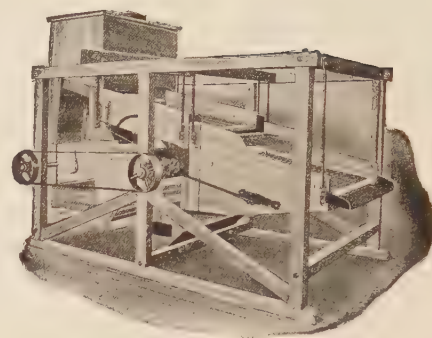
General Office: Schenectady, N. Y.

Motor Agencies in All Large Cities and Towns



Perfected Separator

Everything for Grain Elevators and Feed Mills



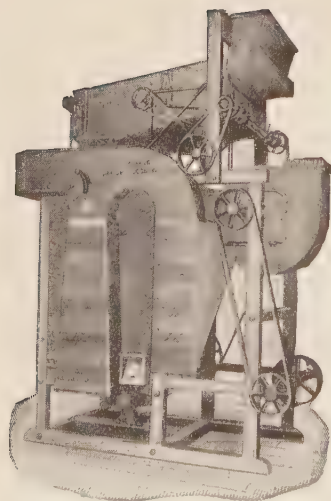
Corn Cleaner

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

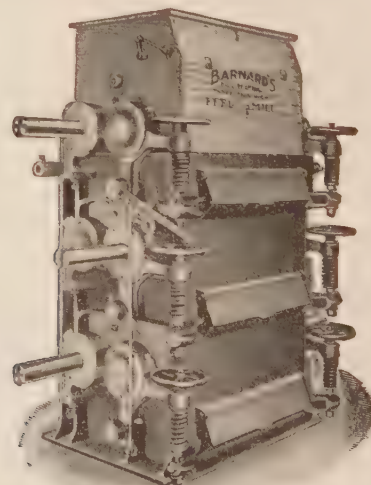
Our line includes Separators, Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers and Cleaners, Packers, Grain Dryers, Dust Collectors and Power Connections and Supplies of all kinds.

Send for latest catalogue



Moline Upright Oat Clipper

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Ball Bearing Feed Mill

Stop! Look!! Listen!!!

A machine you've been wanting for a long time. It's made the "Western" way, which denotes efficiency in every detail.

The Western Combined Corn and Grain Cleaner

was designed to handle corn and cob as it comes from the sheller; also, to reclean corn, oats, wheat and other small grains, without changing the screens. This machine embodies features not found in any similar one, and is, without doubt, the most popular cleaner on the market. Like the other machines comprising the **WESTERN LINE** it will give entire satisfaction for an indefinite time, thus retaining this popularity.

The construction of this machine is extremely simple. The frame is built of thoroughly seasoned selected hard maple. All joints are mortised and tenoned, held together with joint bolts and heavy cast iron washers under the heads. Each machine is set up and tested before shipping.

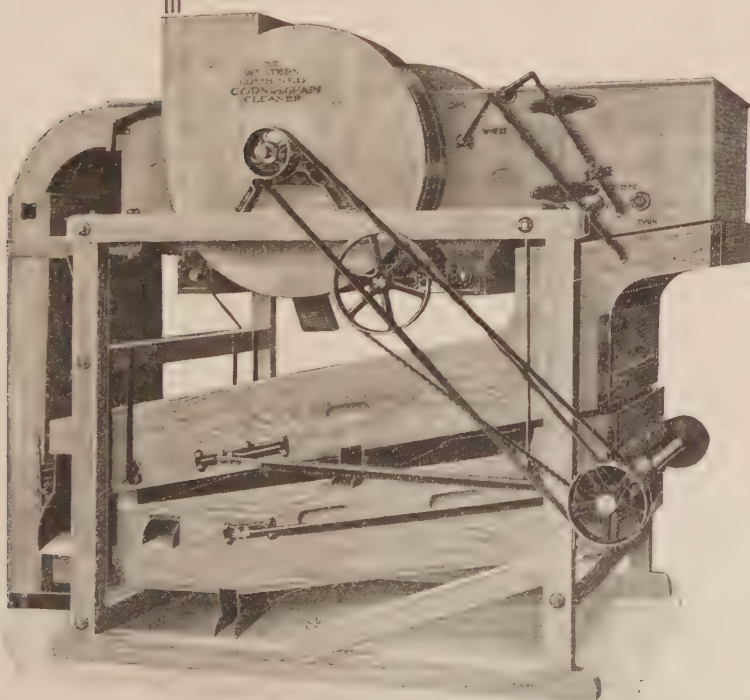
We will ship one of these cleaners to any responsible party, anywhere, on thirty days trial, with a guarantee that same must be as represented in every respect.

Write for descriptive literature today.

UNION IRON WORKS

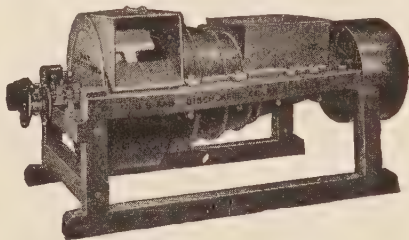
Decatur,

Illinois



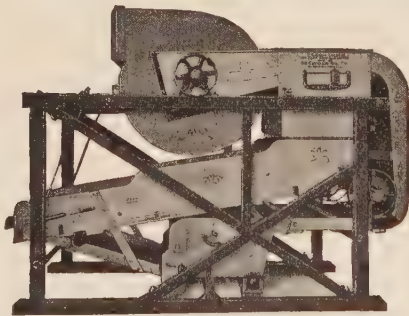
LIVING IN ANTICIPATION

of larger profits from business, without working for them, may be a pleasant pastime for some, but for the present day elevator man it is poor policy.



U. S. CORN SHELLER

You know that business is sensitive; that it goes only where it is invited, and stays only where it is well treated. Could you handle *your* business this way? Is your machinery in such a shape as to insure the efficient handling of grain?



U. S. GRAIN CLEANER—Single Machine

Take an inventory of your plant. Does your machinery answer all the present day requirements?

Get next to the "Constant Line" of grain elevator equipment. It is the through-line to larger profits. Write either firm for full particulars.

B. S. CONSTANT MFG. CO.

BLOOMINGTON, ILL.

K. C. MILL & ELEVATOR SUPPLY CO.

KANSAS CITY, MO.

UNIVERSAL GRAIN CODE

Most Complete
Telegraph Code
Published
For Grain
Men



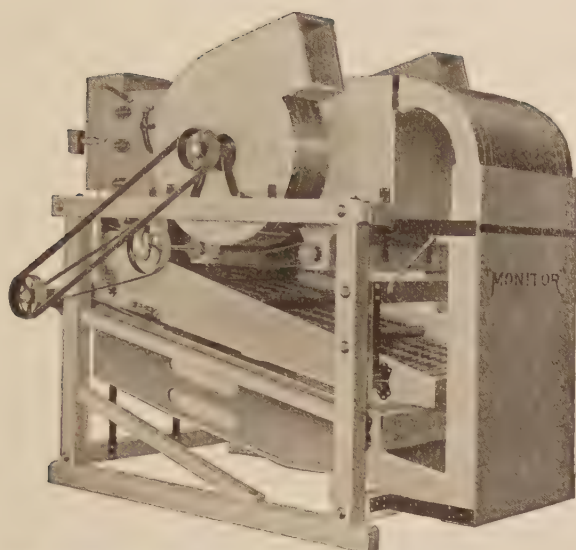
This, the most complete and up-to-date code published for the grain and milling trades, will save you money.

It will do more. It will prevent costly errors, keep your business messages secret and save you time in the selection and translation of your messages.

The 13,745 terms and phrases in this little book were compiled only after a long and thoro study of present day methods and practices, and no two code words are near enough alike to give rise to confusion in their translation. All are conveniently arranged for quick reference. The layout is so simple it could not be improved upon. Every dealer praises it. It is printed on bond paper and bound in black flexible leather at \$3.00 the copy.

What are you going to do, keep on paying out good money that would otherwise be charged to your profit account? Get busy NOW and stop those leaks by ordering a copy of Universal Grain Code.

GRAIN DEALERS JOURNAL
315 So. La Salle St. Chicago, Ill.



Monitor

**"Combined"
Corn and Grain Cleaner**

What combined cleaning means to you

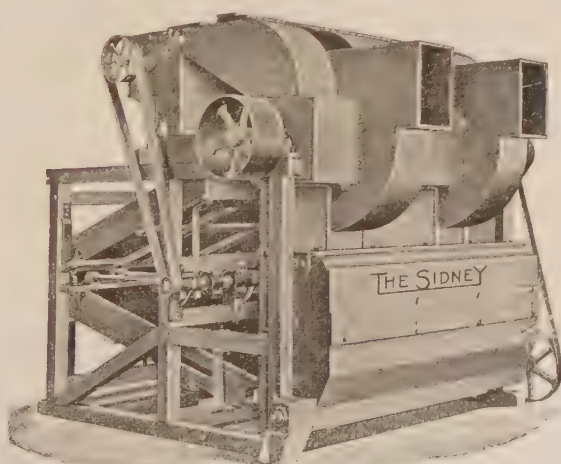
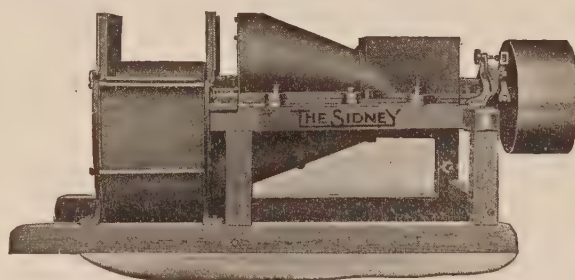
ing that this would prove too expensive, but with our "Combined" Corn and Grain Cleaner we offer you a machine that eliminates the necessity for two separate cleaners, inasmuch as this "Combined" outfit carries two sets of screens—each in separate shoes operating independently from each other—one set for corn and one for small grains, say oats or wheat. You are always ready for two kinds of cleaning **without stopping machine to change screens**—simply shift levers and proceed. Our literature explains—ask for catalog No. 45.

If you handle corn and small grain you realize how much more convenient it would be for you to have two cleaners. Yet, you have never purchased two cleaning machines, feel-

HUNTLEY MFG. CO., Silver Creek, N. Y.

THE Shelling and Cleaning Machinery

of an elevator, next to the buying and selling of grain, plays a very vital part in the successful conduct of your business. In view of this fact you should be more careful of the kind of sheller or cleaner you install. Machinery of inferior make is just as bad, if not worse, than no machinery at all.



The "Sidney Line" of shellers and cleaners were designed and built for the express purpose of efficiently shelling and cleaning grain. That they do this is proven by the hundreds of letters received from satisfied users.

If you are contemplating the installation of any new machinery in your elevator, do not buy until you have investigated the "Sidney Line." Send for a catalog today—it's free for the asking.

**The Philip Smith Mfg. Co.
Sidney, Ohio**

*Manufacturers of Elevator Supplies and Equipment of
All Kinds.*



Live weevil plus a little Fuma equals
dead ones every time.

**Fumigate Your Elevators and Mills with
FUMA**

The only satisfactory method of treating grain
in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist PENN YAN, N. Y.

The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected
White Birch, has direct acting springs,
double safety device that will not fail,
runs easy, unnecessary to bolt or lock
it while not in use.
Has wire cable and cotton hand line.
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**R. M. Van Ness
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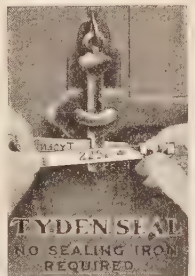
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are now using
**TYDEN S.
CAR SEAL**

Bearing shipper's
name and conse-
cutive numbers.

They prevent
CLAIM LOSSES.
Write for samples
and prices.

INTERNATIONAL SEAL & LOCK CO.
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617 Railway Exchange Bldg. CHICAGO, ILL.



Gumfrey

**Endless Belt
Employee's Elevator**



enables the men to
do better, and they
make the mill do
better.

HOW

by affording them
the means for going
the rounds of all the
floors without the
weariness due to
stair-climbing. Be-
gins repaying its
cost as soon as in-
stalled.

**Nutting
Truck Co.**

Sole Manufacturers
FARIBAULT, MINN.

Also manufacturers of complete line of Floor Trucks

HALL DEVICES

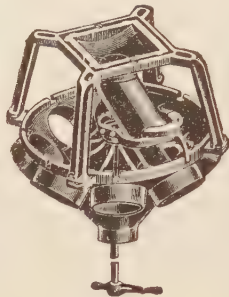
are not "improvements." They are each original inventions.

The **HALL SIGNALING DISTRIBUTOR**
introduced a new system.

The **HALL NON-CHOKABLE BOOT**
presents an absolutely new principle never before
discovered.

The **HALL SPECIAL LEG**

combining the above devices with other elements
constitutes a process of handling grain never
before achieved or even approached.

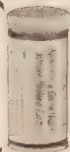


But the chief wrinkle is (if you are building new) that
you can get these advantages without cost.

Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska

For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
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Sample Envelopes

Non-Sifting

Designed especially for mailing samples of
grain and seed. Specimens free.

TULLAR ENVELOPE CO.
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Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

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Car Order Blanks

FORM 222 C. O.

So many grain ship-
pers are experienc-
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are now keeping a
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order for cars, in
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accurate record of
their efforts to ob-
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orders and 50 dupli-
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Price, 50 cts.

**Grain Dealers
Journal,**

**315 So. La Salle St.
CHICAGO, ILL.**

Gerber Spouting Has No Equal

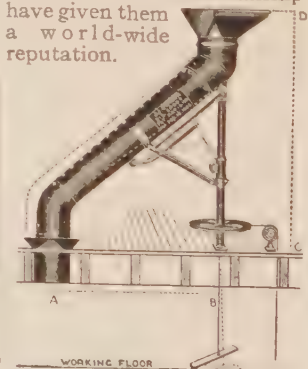


The Patent Flex-
ible Chain Tel-
escope Car Load-
ing Spout is the
best, yet
cheapest,
as it will
outwear
two ordin-
ary flexible
spouts.
Made of
special
metal.

Every spout
guaranteed as
represented.

The Latest Improved Distributing Spouts

will absolutely prevent the
mixing of grain. The best of
material and workmanship
have given them
a world-wide
reputation.



Don't accept those "almost as good." For sat-
isfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA

TONS to Dollars and Cents

Shows at a glance the cost of any number of
pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and
so on to \$14.00. Well printed on good paper, and bound in cloth; marginal
index. Size 4 1/2 x 8 1/2 inches, 110 pages. Price \$1.00.

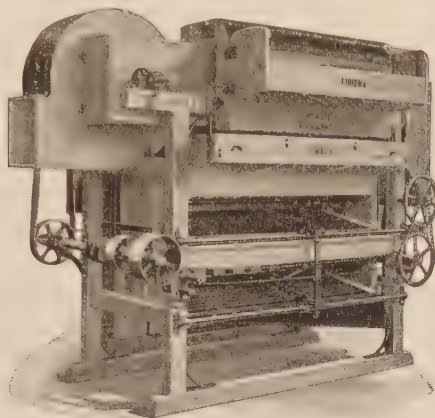
GRAIN DEALERS JOURNAL, 315 So. La Salle St., CHICAGO, ILL.

WILD OATS PLAGUE

Never in the memory of the oldest grain dealers was there so many wild oats in wheat as there is in the 1915 crop.
LET US TELL YOU HOW TO GET RID OF THEM

The Spaulding Elev. Co.
says:

"We were able to clean grain which originally had 6 lbs. of wild oats to each bushel, down to one pound in one operation."



A Minnesota Manager
writes:

"On a test run this afternoon we took wheat with 17 lbs. dockage and reduced it to 3½ lbs. dockage. Capacity 1050 bushels per hour."

REPRESENTATIVES:

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Indianapolis, Ind.
F. E. DORSEY, 3850 Wabash Ave.,
Kansas City, Mo.
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THE S. HOWES COMPANY
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OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

Form C—Loss in Market Value Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These five forms are well bound in three styles, as follows:

Form No. 411-A contains 100 sets all Form A. Price \$1.25.

Form No. 411-B contains 100 sets all Form E. Price \$1.25.

Form No. 411-C contains 60 sets Form A, 10 sets Form B, 10 sets Form C, 10 sets Form D and 10 sets Form E. Price \$1.25.

Send all orders to

GRAIN DEALERS JOURNAL

315 South La Salle Street

CHICAGO, ILL.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

Grain is actually improved by its passage through a

MATTOON CAR LOADER AND GRAIN CLEANER

The grain being carried by a regulated air force, naturally the lighter matter such as chaff, dust and straw would be carried out by the spent air, and the clean grain lodge in the car.



Send for full particulars today

Mattoon Grain Conveyor Co.
Mattoon, Illinois

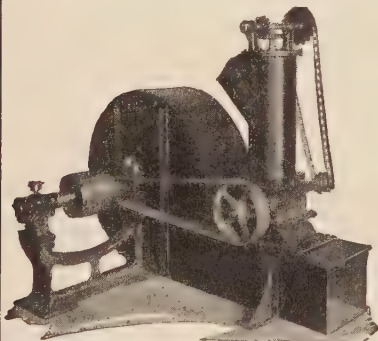
Grain also traveling in a cool air current would naturally become cooled.

The loading spout travels continuously in a semi-circle. This insures even distribution and perfect stirring of grain.

Bear in mind that the Mattoon unlike any other, loads the car to full capacity, does not mill or crack the grain, is strong, durable and works automatically.

Efficiency--Satisfaction

This is what you get by installing the Bernert Pneumatic TRACK-LOADER. Just as EFFICIENT and SATISFACTORY as the other Bernert Pneumatic machines have proven. Portable or stationary.



With this machine grain is handled direct from wagon into granary, bins, warehouses or cars. Direct from cars to cars, or warehouses to cars. No scooping necessary whatever.

All grain handled ahead of the fan. Positively no grain injured. Wet, dirty or musty grain conditioned.

For further information, or if interested in a Pneumatic Conveyor, Elevator or Carloader write to

Bernert Mfg. Co.

759 33rd St.,

Milwaukee, Wis.

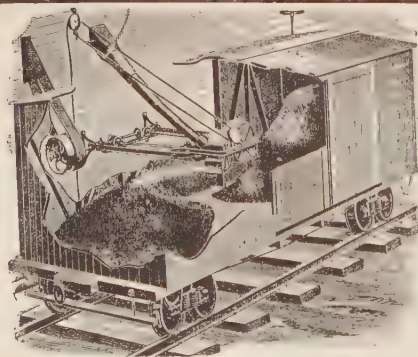
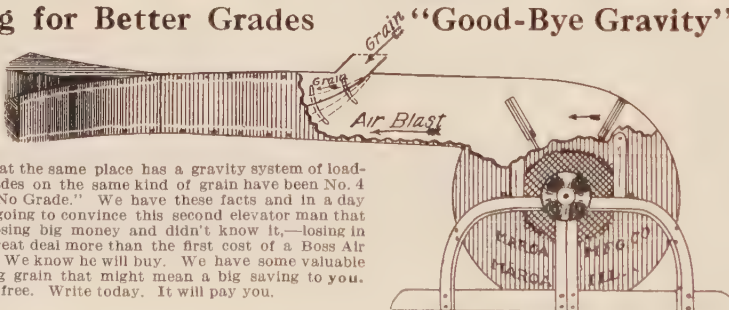
Loading for Better Grades

A certain elevator man in Illinois has a Boss Air Blast Car Loader. His grain has been grading No. 3. The other elevator at the same place has a gravity system of loading. Their grades on the same kind of grain have been No. 4 and mostly "No Grade." We have these facts and in a day or two we are going to convince this second elevator man that he has been losing big money and didn't know it,—losing in one season a great deal more than the first cost of a Boss Air Blast Loader. We know he will buy. We have some valuable data on loading grain that might mean a big saving to you. You can get it free. Write today. It will pay you.

MAROA MFG. CO.

Dept. G.

MAROA, ILL.



IT CLEANS THE GRAIN

It removes dust from oats, as well as dust from all other grains. It is compact, and when not in use projects only 14 inches from the building. The

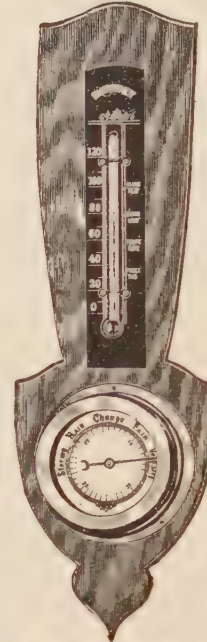
CHAMPION CAR LOADER

will do all we claim for it. It is made of steel and stands weather exposure. Write to-day for particulars and price.

E. BAUDER, Manufacturer, STERLING, ILL.

PRIVATE WEATHER BUREAU

FORECAST 18 HOURS IN ADVANCE



A new instrument which combines an accurate thermometer and a reliable barometer.

Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

FORECASTS WEATHER WEATHEROMETER HOURS IN ADVANCE

Ideal for Summer Homes and Cottages, Automobiles and Travelers.

Formerly sold at \$3.00
NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be Satisfactory.

GERMANIA INSTRUMENT CO.
Dept. 50, 618 Mallery Bldg., CHICAGO, ILL.

A Wonderful Investment for an Elevator The ENGLEHART FLEXIBLE SPOUT HOLDER and CAR LOADER

Saves dockage, time, labor, health and money. Hundreds now in use in 28 states.

Lowest prices on Flexible Spouting, Car Liners, Grain Testers, Richardson Separator and Sieves, Perfection Portable Metal Grain Bins, Electric Motors for Power and Light, Belting, Cups and all supplies.

Write for our new catalog.
L. E. TAYLOR & CO.
316 Flour Exchange
Minneapolis, Minn.



The Grain Dealers Everywhere Are Using It



Tell me not in words so tender,
That the Farmer's prone to err
For he knows when he is treated
In a manner fair and square.
And you will his trade establish,
If your house is up-to-date.
So equip it fine and dandy
And the catch will sure be great,
If you use our dump controller
As an appetizing bait.

Circulars upon request

L. J. McMILLIN

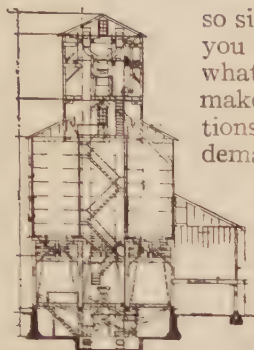
523 Board of Trade Bldg.

Indianapolis

Indiana

GRAIN ELEVATOR BUILDERS

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.
Board of Trade INDIANAPOLIS, IND.

YOU will FIND

? "BUILT by YOUNGLOVE" ?
on ALL MODERN ELEVATORS!
? WHY ?

Younglove Construction Co.
412 United Bank Building
SIOUX CITY, IOWA

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of lined ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

Grain Dealers Journal
La Salle St. Chicago, Ill.

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ELEVATORS
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ERECTS
FURNISHES PLANS
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SABETHA, KANSAS

THE TEMPLE-WILLIAMS CO.

**Designers and Builders
of Grain Elevators**

Estimates furnished on application.

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Designers and Builders of

MODERN GRAIN ELEVATORS
Plans Submitted Correspondence Solicited
Branch Offices at
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CONTRACTORS, DESIGNERS
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ALSO JOBBERS OF
ELEVATOR AND
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IOWA

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book. Price \$1.00.

Grain Dealers Journal

315 La Salle Street, CHICAGO, ILL.

FREE

To interested parties in the South-western Territory, this booklet giving the complete costs of Thirty-eight Country Elevators.

Mailed to other parties on receipt of 50c.

WHITE STAR CO.

**BUILDERS
OF GOOD
ELEVATORS**

Owners of
The Pelkey Construction Co.

Wichita, Kas.



VEST POCKET GRAIN TABLES

Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

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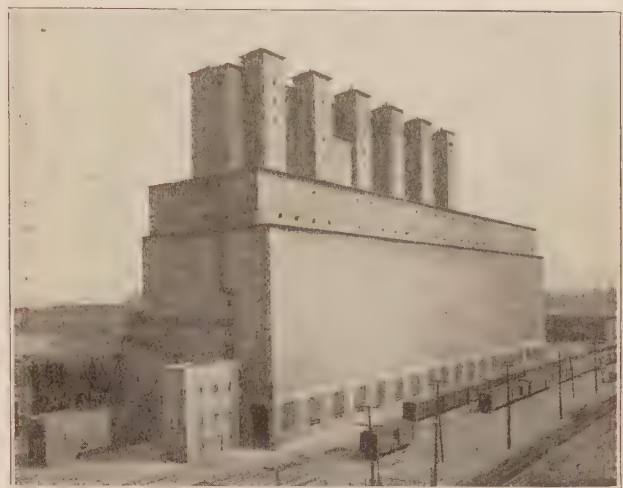
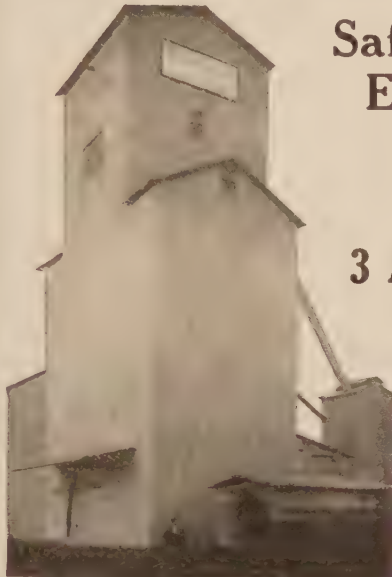


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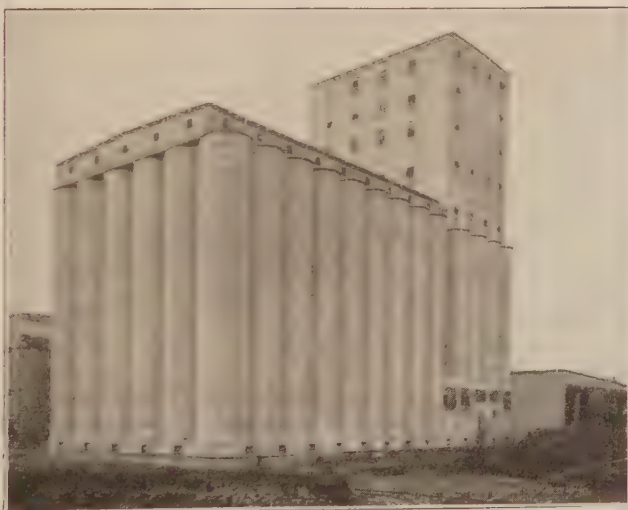
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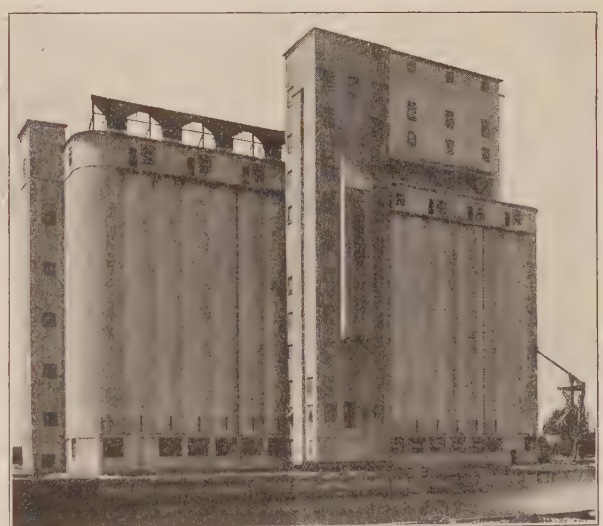
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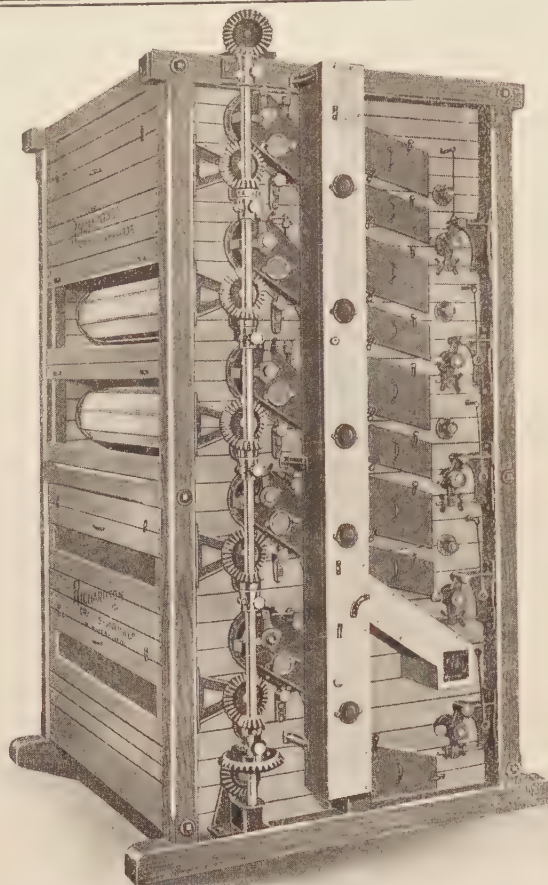
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**Reduce Fire
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**Reasonable
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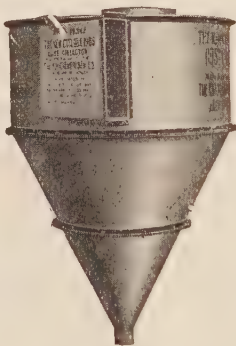
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The only SANE, SAFE thing to
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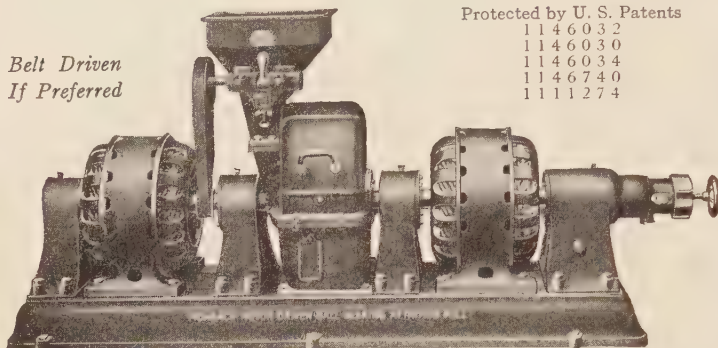
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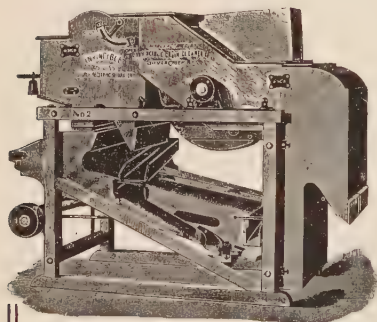
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While the solid shoe keeps down the price it does **not** increase the shake as in other machines of a similar type. Will handle the dirtiest grain—has ample screen surfaces—gives perfect air separation and smooth running. Light on power—will remove cockle and sand.

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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

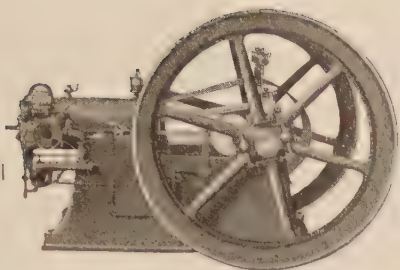
At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

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Standard CHARTER shown above very suitable for elevator and milling work.

Built in right sizes—8, 10, 12, 16, 20 H. P. Will operate on kerosene, distillate, gasoline, gas.

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Throughout the great West grain men are increasing their profits by decreasing their handling costs.

Year after year we see ever-growing numbers of grain men installing OTTO Gasoline Engines, because of their absolutely dependable qualities and economy.

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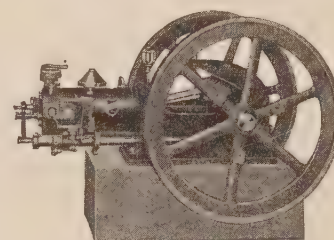
to the number of 100,000 have been the undisputed leaders in their field since 1876.

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Operates successfully on cheapest fuel oil.
Sizes 10 to 75 H. P. Stationary only.

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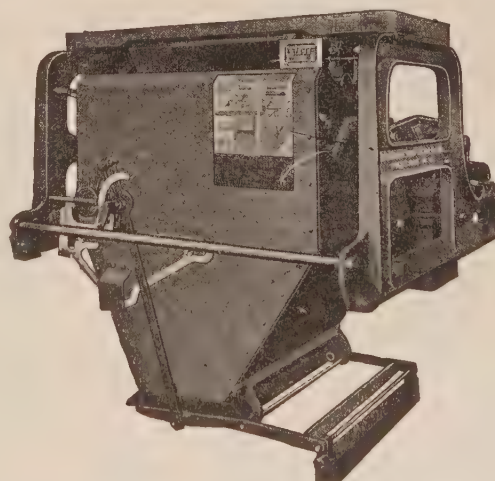
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So it's only natural for you to think "Richardson" when you want an automatic scale.

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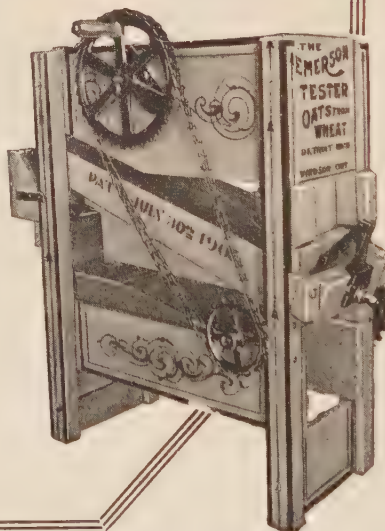
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Over 3,000 elevators now using this tester.

The EMERSON is the most convenient and satisfactory wheat tester made. The saving in wheat, time, mistakes and money soon pays for the Emerson. Write today for further particulars and list of users.

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Prevents bursting of Cylinder, accumulating of lime in the water Jacket, over heating of Engine, saves Fuel, oil and trouble.

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Editor, R. R. Rossing, 315 So. La Salle St., Chicago, Ill.

Managing Editor, Charles S. Clark, 315 So. La Salle St., Chicago, Ill.

Business Manager, Charles S. Clark, 315 So. La Salle St., Chicago, Ill.

Publisher, Grain Dealers Journal, 315 So. La Salle St., Chicago, Ill.

Owners (if a corporation, give its name and the names and addresses of stockholders holding 1 per cent or more of total amount of stock. If not a corporation, give names and addresses of individual owners): Charles S. Clark.

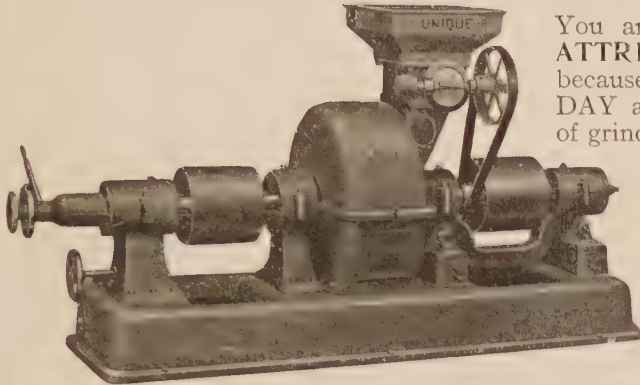
Known bondholders, mortgagees and other security holders, holding 1 per cent or more of total amount of bonds, mortgages, or other securities: None.

CHARLES S. CLARK,
Business Manager.

Sworn to and subscribed before me this 28th day of September, 1915.

[Seal.] JAS. M. ANDERSON,
Notary Public.
My commission expires Nov. 28, 1918.

EVERY DAY



You are doing without a **UNIQUE BALL BEARING ATTRITION MILL**—you are **LOSING** part of its cost—because of power lost—because of inferior grinding **EVERY DAY** after installing a **UNIQUE** will mean the same amount of grinding with **LESS POWER** ($\frac{1}{3}$ less than with a plain bearing mill) and **BETTER GRINDING**.

Don't spend any more money grinding with a plain bearing mill—it's too costly and doesn't grind as well. Arrange to install a **UNIQUE** in your plant—the mill that makes biggest profits possible.

TO-DAY is the **TO-MORROW** of yesterday. Write **NOW** to nearest office.

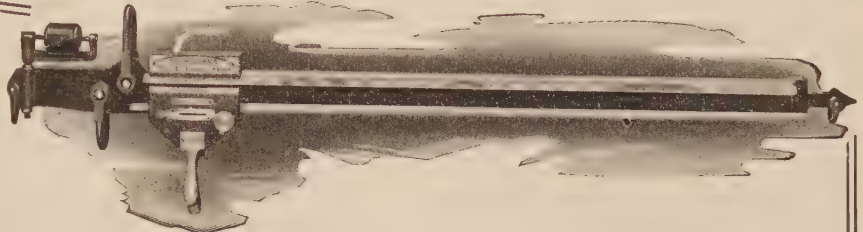
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After beam is in balance, a slight pressure of grip handle prints permanent record—single, in duplicate or manifold. Write for details.



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The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

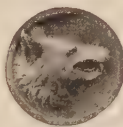
The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

You Ought To Know

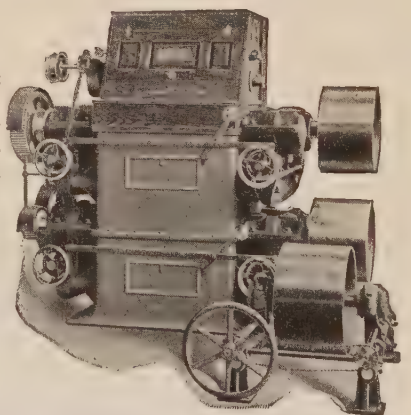
WOLF FEED ROLLER MILLS



There's something about Wolf Feed Roller Mills that wins the heartiest approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

THE WOLF COMPANY
 CHAMBERSBURG, PA.



Tell us what you need for your Grain Elevator and we'll tell you where to get it.

Grain Dealers Journal

315 So. La Salle St., Chicago

Receiving and Stock Book

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have scored another triumph.

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The superior quality of the work turned out by the MORRIS gives it an enviable place among Grain Driers.

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CLIPPER CLEANER

*is the only device that
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The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

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SAGINAW, W. S., MICH.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS—Only elevator at good station. J. Jacobson, Formosa, Kans.

FOR SALE TO SETTLE AN ESTATE. An elevator and flour mill. Good location. Would sell mill separate from elevator. Address W. A. Knapp, Greenwich, O.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

OKLAHOMA—One good elevator located well. 15,000-bu. storage. Owner wants to sell and will sell at right price. For particulars address XXX, Box 6, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO OPPORTUNITY for a hustler. Good elevator handling considerable feed, cement, salt and coal in progressive town. A bargain. Address Feed, Box 6, Grain Dealers Journal, Chicago.

OHIO elevator and coal yards for sale in the corn belt. Capacity 15M. Handle coal, feed, cement, tile, seed and implements. Bargain if sold soon. Address Boy, Box 6, Grain Dealers Journal, Chicago.

SOUTH DAKOTA—For Sale—Three elevators on the Great Northern Railway. About 140,000 bu. a year average. In the most fertile part of South Dakota. Address Box 454 Sioux City, Iowa, for particulars.

NEBRASKA—13,000-bu. elevator at Maywood. In good shape. Lots of grain in the country. Only two elevators in the town and good chance for making money in grain. Moving from location is the reason for selling. Address Wood, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20,000-bu. elevator within 100 miles of Chicago that handles over 200,000 bu. grain and 1,000 tons of coal annually. Located in town of about 700. Farmer EL competition. Business evenly divided. Price \$6,000. Good terms. Address James M. Maguire, Campus, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—For sale modern cribbed iron clad elevator; concrete foundation, 2 legs, 15 horse Fairbanks-Morse Engine; automatic scale, gravity loader, Hess cooler and cleaner on outside elevator. 9 cribbed and hoppers bins, capacity 50,000 bus. Business 350,000 bus. a year. Best elevator in McLean Co., Ill., all on private ground on Ill. Central, 120 miles from Chicago. 2-room office and Fairbanks-Morse Scale. Address Grain, Box 6, Grain Dealers Journal, Chicago, Ill.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

ELEVATORS FOR SALE.

ILLINOIS ELEVATORS—All sizes, all prices. Good locations. Good competition. C. A. Burks, Decatur, Ill.

SOUTHWESTERN OHIO Elevator and coal business. Only elevator at station. Best farming section. Will sell at a bargain. Address Ohio, Box 7, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

SOUTH DAKOTA elevator for sale, 25,000 bu. cribbed. 30x50 warehouse; coal in connection. Good farming district; good competition. Address Quick, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: Your choice of ten elevators within 100 miles of Chicago from \$6,000 to \$15,000. Good substantial buildings and in good towns. Address James M. Maguire, Campus, Ill.

IOWA—Modern cribbed iron Elevator, motor power, Auto Scale, Manlift, etc. Cap., 20,000 bus. Corn and oat belt, good town, one competitor. For further particulars address Way, Box 3, Grain Dealers Journal, Chicago.

NORTHERN IOWA—25,000 bu. cribbed elevator for sale. Good grain country. Handled about 200,000 bus. last year. Good reason for selling. One other elevator in town. Address Best, Box 7, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA elevator for sale, located on N. P. line in central North Dakota. New plant; good country. Other business compels us to sell. For particulars address Other, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—12M bu. Elevator with coal and other side lines. Studded house, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. McFadden, New Waverly, Ind.

FOR SALE—15,000 bu. bean and grain elevator in town of 3,000, one other elevator in place, electric, kerosene power, coal and wood yard in connection. Must sell quick to take another business. Address AB, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

C. A. BURKS, Elevator Broker, Decatur, Ill., has sold more elevators than any other man in the U. S. If you are looking for something good, write him.

ELEVATORS AT ALL PRICES FOR SALE ALL THE TIME. Get ready for the new crop and write, wire, or phone for an interview if you want to buy an elevator. If have what will suite you. James M. Maguire, Campus, Ill.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ELEVATORS WANTED.

FINE farm in Western Ohio, adjoining corporation of County Seat to trade for elevator. Address Hay, Box 4, Grain Dealers Journal, Chicago, Ill.

TRADE 320 Acres of Wheat Land in Wichita County, Kan., to trade for Elevator. Must be in operation. Address G. D. A., Box 4, Grain Dealers Journal, Chicago.

HAVE GOOD land to trade for grain elevator in North Dakota, east of the Missouri River. Address East, Box 6, Grain Dealers Journal, Chicago, Ill., for further information.

HAVE A GOOD 560 A. Farm in the Central States. Would trade for a line of good Ohio, Indiana or Illinois Elevators. For particulars address New, Box 7, Grain Dealers Journal, Chicago, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

BUSINESS OPPORTUNITIES.

KANSAS Grain, coal, feed, etc. Big territory full of record breaking crops. Big money maker. Address Lass, Box 7, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR IMMEDIATE SALE—Several shares of the capital stock of one of the most substantial manufacturers of elevator machinery. One or more shares as you wish. Worthy of immediate investigation either as a permanent investment or speculation. Now selling above par, with every reasonable assurance of a continued steady rise in value. Jas. A. Worsham, Maroa, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PARTNER WANTED for a well established extensive wholesale seed business. Energy and knowledge of field seed necessary; also \$20,000 capital. Address H. E. Mooers, Commerce Club, St. Joseph, Missouri.

FERRETS.

ARE YOU bothered with rats? We have Ferrets For Sale. Write for catalogue. Glendale Ferret Co., Wellington, O.

FERRETS FOR SALE. If the rats get your grain, let our ferrets get the rats. Price list free. M. Goss & Son, Wellington, O.

FERRETS FOR SALE—Exterminate your rats at small cost. Catalogue and price list free. C. H. Keefer & Co., Greenwich, O.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

HELP WANTED.

WANTED—Experienced Manager for new elevator at Duncan, Neb. No boozers. Farmers' Business Ass'n, Duncan, Neb.

THERE ARE TWO SURE WAYS TO FIND employment. The first is to answer advertisements that appear in this column. If that should fail to bring the desired results, insert a small ad in the Situations Wanted columns.

WANTED—Superintendent for Terminal Elevator. Requires a man with knowledge of grain, handling of men and elevator experience; tact and ability in handling patrons of public elevator. Address Secy., Box 7, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FOR SALE—Well located 25 barrel roller mill, water power, valuable water right. R. O. Hafer, Chambersburg, Pa.

ON November 1, 1915, we will offer for sale a 40-barrel roller mill at Antwerp, Ohio, appraised at \$4,500. Terms cash. Snook & Savage, Paulding, Ohio.

FOR SALE—A 50 bbl. mill in good running order, 10 acres of ground goes with it. Water or gasoline power. A bargain, if taken at once. For further particulars write Geo. W. Olson, Cedar, Kansas.

FOR SALE—50 Bbl. Flour mill in excellent condition with local demand for entire output of flour and feed. Located in town of 1,500 in richest farming community of Western Mo. Owner, 86 years, is retiring from business, offers plant at about 1/2 real value. Fine opportunity for younger man. No trades considered. Address Western, Box 7, Grain Dealers Journal, Chicago, Ill.

KANSAS—First-class 175-bbl. flour mill, 4 000-bu. cribbed elevator in Sumner County, Kansas, wheat belt. Mill cost \$35,000. Clear of all incumbrances. The only mill in town. Same is on private land with switch and track scales. Ten thousand (\$10,000.00) dollars will buy this entire plant if taken quick. A bargain in a mill and elevator. Address A. M. Brandt & Sons, Severy, Kansas.

NEW YORK—Flour and feed mill of 30 bbl. capacity, rye or buckwheat; 3 run stones; 2 for flour and one for feed. Never failing stream, 12 ft. head, good log dam. On the Central New England Ry. freight depot on mill property. Property contains 3 acres of ground, very good house, mill building, barn, coal shed, wagon scales, etc., all in excellent condition. Henry Buerman, Gallatinville, N. Y.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain ship- pers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

SITUATIONS WANTED.

SITUATION WANTED as grain solicitor by young man of 21. Small salary to start. W. E. A., 5948 Iowa St., Chicago, Ill.

WANTED POSITION in Grain Elevator as second man. Can furnish good refer- ences. Address J. B. Dawson, Gifford, Ill.

POSITION WANTED as Manager of ele- vator. Experienced and can furnish good references. Address Fair, Box 6, Grain Dealers Journal, Chicago, Ill.

HIGH CLASS GRAIN MAN wants Posi- tion as Manager. Willing to demonstrate ability, then fix salary. Address High, Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of ele- vator. Have four years' experience in buying and selling. Can furnish references. Address Lena, Box 6, Grain Dealers Jour- nal, Chicago, Ill.

WANTED SITUATION buying grain. Have eleven years' experience. Best of refer- ences. Still employed but desire to change. Address Great, Box 6, Grain Deal- ers Journal, Chicago.

WANTED position by a practical grain man as manager with a newly organized Farmers Grain Co. Will work on a salary or commission or a share of the clear profits. Address Box 67, Kiowa, Kans.

SITUATION WANTED by man 38 years old, eleven years in grain business. Can go to work on short notice at reasonable salary. Married. References. Address Wal, Box 4, Grain Dealers Journal, Chicago.

WANTED a Position as flour salesman. Have been connected with the grain and flour trade for over ten years. Small salary until I prove my worth. I know flour. Ad- dress North, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Manager of Ele- vator; 20 years' experience in Elevator and Milling business. Can furnish best of refer- ences as to character and ability. Ad- dress E. M. C., Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as Manager. Have had 4 years experience as assistant weigh- master, and 4 years as houseman in elvtr. Familiar with buying and office work. For further particulars address File, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION in grain business. Can buy grain and make contracts that will hold. Understand all kinds machinery. Can furnish best references. Also handle coal. Not afraid of work. Address Harry, Box 6, Grain Dealers Journal, Chicago.

SITUATION WANTED as buyer for ele- vator or grain concern by young man with 5 years experience. Can furnish references. Salary can be regulated according to my ability. For further information address Ben, Box 7, Grain Dealers Journal, Chicago.

YOUNG MAN wants position after Oct. 30th in grain elevator. Can give best of references. No boozers; no dead beat. Small plant preferred. Can manage Farm- ers plant. Write me what you have. I have experience. Address Experience, Box 6, Grain Dealers Journal, Chicago, Ill.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

SITUATIONS WANTED.

POSITION WANTED as bookkeeper with grain firm. Experienced. Capable. Refer- ences. Write Air, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED, as buyer for Grain Firm. Ten years' experience. Can furnish A1 references. Address Jake, Box 6, Grain Dealers Journal, Chicago.

POSITION WANTED as traveling grain solicitor or manager of grain elevator. Ex- perience, A1 references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as weighmaster and office man. Have own typewriter. 5 yrs. exp. Best references. Address City, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as manager of ele- vator or mill. Years of practical experi- ence; best of references. Now employed but desire change. Address Rosemont, Box 5, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary ex- pected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator own- ers who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL

LA SALLE ST., CHICAGO.

SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gaso- line Engines, Belting, Buckets, Con- veyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO

MACHINES FOR SALE.

FOR SALE—One second-hand corn sheller, also one second-hand bran duster. Address Box 614, Monticello, Ind.

FOR SALE—King Buck Horn Machine in good condition at a bargain. Address C. C. Norton's Sons, Greenfield, Ohio.

SECOND HAND Nurdyke & Marmon feed rolls, 3 roll, 2 reduction, 1 roll 9x18, 2 rolls 6x18. Price \$50.00 f. o. b. South Whitley, Ind. Address O. Gandy & Co., South Whitley, Ind.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE.

1—Double stand 9x30 Case Roll with feeder.
1—No. 4 Invincible Horizontal Oat Clipper.
1—No. 5 Eureka Rolling Screen.
1—No. 2 Invincible Receiving Separator.
THE ARKANSAS CITY MILLING COMPANY, Arkansas City, Kansas.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,
431 to 437 So. Clinton St.
Flour Mill and Elevator Machinery.
Chicago, Illinois.

I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

Grain Dealers Journal
Want Ad.

MACHINES FOR SALE.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaranteed. Write for Prices at Once.

George J. Noth,
9 South Clinton St., Chicago, Ill.

SCALES FOR SALE.

TWO 3-Bushel Avery Automatic continuous weighers. In perfect shape. Price \$150 each f. o. b., St. Louis. HOWE SCALE CO., 409 N. 4th St., St. Louis, Mo.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALE BARGAINS.

Newly overhauled. Good condition. Guaranteed. Immediate shipment.

5-8 and 10 ton Standard Wagon Scales.
6-8 and 10 ton Fairbanks Wagon Scales.
5 and 8 ton Monarch and Howe Wagon Scales.

2,500, 3,500 and 4,000 Fbks. Dormant Scales.
2,500 lb. Chicago & Buda Dormant Scales.
Standard, Fairbanks and Howe Portable Scales.

Write for low prices and full information.
STANDARD SCALE CO., 1341-45 Wabash Ave., Chicago, Ill.

STEAM ENGINES, BOILERS.

FOR SALE—One 80 h.p. Murray Corliss Engine, 185 R.P.M. Flywheel 81" diameter, 16" face; will sell at a bargain, having no use for it on account of electricity. Johnson Biscuit Company, Sioux City, Iowa.

1 Dutton Verticle steam engine, 10 horse power, complete. In use less than 2 years, extra good condition. Had to replace with larger engine. Price \$95, f. o. b. South Whitley, Ind. O. Gandy & Co.

ENGINES FOR SALE.

GAS ENGINE for sale, 20 h. p., in best of condition. E. Johnson, Everett, Kans.

FOR SALE—Cheap 1 35 h.p. gasoline engine, practically new. L. T. Bailes, R. 3 Trice Bldg., Longview, Tex.

FOR SALE—90 h.p. duplex St. Marys gas engine. Same can be seen running any day to Oct. 20th. The Fox & Hess Co., Coldwater, Ohio.

1 18 horse power Foos Gasoline engine, now at our elevator at Denver, Ind. Price \$60.00 f. o. b. Denver. Address O. Gandy & Co., South Whitley, Ind.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

A NOISE LIKE MONEY FOR YOU.

Write for special low prices on high grade, slightly used, gas and gasoline engines. We can fill your requirements satisfactorily. Have first class bargain values from 1 to 100 H.P. State your power needs and let us quote.

The Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

No need for formalities—You don't need an introduction to Journal Want Ads.—They will help you without, whatever your problems may be. Make use of them at once. Don't delay.

MACHINES WANTED.

I HAVE 40 A. good fertile land to exchange for attrition feed grinder and a gasoline engine from 25 to 40 h.p. Address Lock Box No. 17, Litchfield, O.

Profit and Loss

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may increase my profits and avoid losses by keeping well-posted, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year's subscription.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

SEEDS FOR SALE—WANTED

GRAIN FOR SALE.

Wanted, Buyers of white wheat to advise their wants. We can supply you. Farmers Grain Co., Denver, Colo., Railway Exch.

WARE BROTHERS,

dealers in

HAY, GRAIN, FEEDS AND FLOUR.
Butler, Ill.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

GRAIN WANTED.

WANTED heavy, bright Montana oats and Barley. Lewis Grain Co. Chamber of Commerce, Buffalo, N. Y.

WANTED—One hundred cars of oat straw, timothy, hay, buckwheat, grain and potatoes. Send Samples.

C. T. HAMILTON, New Castle, Pa.

SCREENINGS WANTED.

SCREENINGS of all kinds; salvage and damaged grain; off grade grain; miscellaneous grain and seed products. Send samples. C. E. Dingwall Co., Milwaukee, Wis.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

HAY FOR SALE.

PRAIRIE HAY—If you want Prairie Hay, write or wire the Osage City Grain & Elevator Co., Osage City, Kas.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

SEEDS WANTED.

100 BUS. 1915 crop medium Red Clover wanted. Send price and sample in first letter. E. G. Lewis, Media, Ill.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

SEEDS WANTED—Red clover, Alsike, Timothy, Alfalfa, etc. We are hdqtrs. for high class seeds. Write us when you are in the market. Hyman & Levy, Lima, O.

SEEDS WANTED—Red & Sapling Clover, R Top, Timothy, Orchard Grass, Blue Grass. Quote prices. Send samples. L. B. STRICKER, Seedman, Asheville, N. C.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

GRAIN TRIERS

which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 3/4 inches and has eight openings.

OTTO KELLNER, JR., 4028 So. State St., Chicago, Ill.

THE STANFORD-SEED CO.

BUFFALO, N. Y.

WE ARE BUYERS OF

TIMOTHY SEED

NUNGESSER-DICKINSON

SEED CO.

NEW YORK, N. Y.

EXPORTERS AND IMPORTERS

GRASS and CLOVER SEEDS

Ask for
New Crop
Wisconsin Grown
Red Clover

**\$12,736.29
SAVED**

Headquarters
for
Wisconsin Grown
White Clover

It is on our books—saved by our customers since we announced our famous "We pay the freight" policy a year ago

And besides paying freight we give customers an opportunity to thoroughly inspect seed before paying

HOW CAN WE DO IT?

1. We are satisfied with a smaller margin of profit than any other wholesale seed house.
2. We are SEED DEALERS, not SEED SPECULATORS.
3. We have been in business 50 years, and in that time have established advantageous buying relations not enjoyed by younger firms.

TRADE TIPS

Early buyers of Red Clover will be the gainers this year. European importations of White Clover are cut off, the visible domestic supply is limited, and prices will advance with the season.

We are in the heart of THE FINEST SEED GROWING SECTION OF THE WORLD.

Wisconsin Red Clover, free from Buckhorn, is now on the market. Also New Crop Alsike, White Clover, Timothy.

WRITE
OR WIRE
TODAY

Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-108 WEST WATER STREET

MILWAUKEE, WIS.

"The Live Clover House"



Get Quick
Action
and Courteous
Treatment

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA SEED—Aye Brothers, Blair, Nebraska.

FOR SALE—1915 Re-cleaned timothy seed. \$8.00 per hundred lbs. I am in the market for a few bags Big English, or mammoth clover seed. J. W. Richards, Ferris, Ill.

H. D. SINK COMPANY
successor to

MAXWELL-SINK COMPANY
growers & shippers in car lots or less
ALFALFA SEED

Largest distributors in southwest
Write for samples and prices
YUMA, Arizona.

ALFALFA.

I am headquarters for native grown Alfalfa Seed. Also for Barley, Cane Seed, Ribbon Cane Seed, Seed Corn, Egyptian Wheat, Cotton Seed, Cow Peas, Burr Clover, Rhodes Grass, Johnson Grass, Bermuda Grass, Rescue Grass, Sudan Grass, Feterita, German Millet, Japanese and Pearl or Cattail Millet, Fancy Red Rust Proof Seed Oats, Spanish Peanuts, Speltz, Black Winter Emmer, Miracle Seed Wheat, Watermelon, Okra, etc. Ask for samples and prices.

ROBERT NICHOLSON,
Wholesale Seeds, Dallas, Texas.

I. L. RADWANER
NEW YORK CITY

GRASS SEED

EXPORTERS AND IMPORTERS

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

NEW CROP

RED CLOVER
ALFALFA CLOVER
CRIMSON CLOVER
WHITE CLOVER
ALSIKE CLOVER
TIMOTHY AND
RAPE SEED

LOEWITH, LARSEN & CO.
NEW YORK

SEEDS FOR SALE.

WANTED—To correspond with those in the market for Sudan Grass Seed. A. R. Pruiett, Box 203, Lubbock, Texas.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

WE HAVE a few cars of Sunflower Seed. If in the market, write for quotations and samples. Brown-DeField Grain Co., Charleston, Mo.

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MISCELLANEOUS.

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Receipts of clover are highest on record, reflecting the short crop and late movement. Prices highest on record for this time of year. High prices mean wide fluctuations and investment opportunities. We have every facility for satisfactory attention to inquiries and orders.

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Small & Co., W. H., seeds, grain and hay.

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Indiana Seed Co., The, Seed Dealers.

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Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
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Louisville Seed Co., clover and grasses.
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Nungesser-Dickinson Seed Co., who., exp. & imp.
Radwaner, I. L., field & grass seeds, exp., imptrs.

PHILADELPHIA, PA.

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The Toledo Field Seed Co., clover, timothy.

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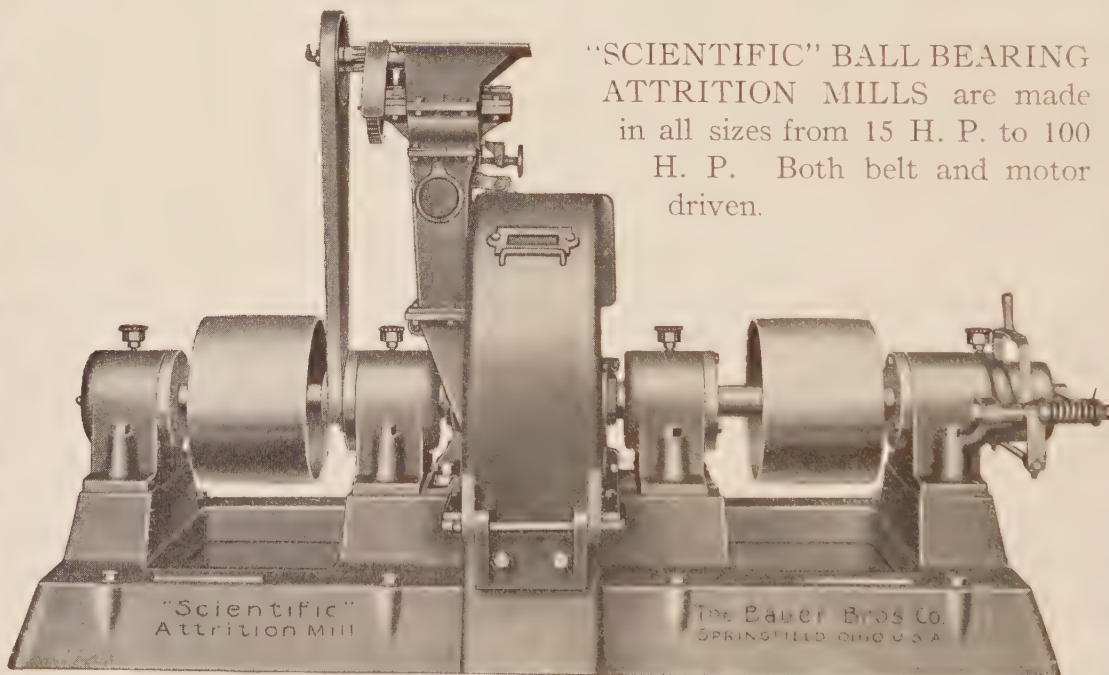
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SPRINGFIELD, OHIO

SCIENTIFIC

GRAIN DEALERS JOURNAL

[Incorporated]

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, OCTOBER 10, 1915

NOW THAT Bulgaria has joined the central powers the opening of the Dardanelles seems to be further away than ever and Russia's surplus wheat has less chance of getting out to supply the needs of Europe.

NEW OATS of many sections are so dirty and dusty, elevator men everywhere have purchased a fresh supply of heavy brooms. Any steps they take to reduce the dirt and dust about the elevator not only makes the plant more inhabitable, but also reduces the dust explosion hazard and makes the plant less inviting for weevil.

SHINGLE ROOFS and wood siding contribute materially to so many elevator fires that grain dealers can not afford to use them even tho the cost of iron roofing and siding, properly laid, be five times the cost of wood. The extra cost of insurance on wood covered elevators and contents greatly outweighs any saving effected thru using the cheaper material.

EVER HEAR of Miracle wheat? It made paper profits for a number of ambitious farmers but after the crop was grown every buyer was looking for the promoter. It seems from late disclosures that this wonderful wheat has made a new appearance under a new name. It is now called "Marvelous" and sells from \$3 per bushel up, depending on how much the farmer is willing to pay.

DAMP WHEAT has brot much griel to shippers who were unable to resist the influence of competition and buy it right. Dealers who are in business to make a living must buy all grain on a wide enough margin to insure a profit, otherwise they are quite sure to handle the crop at a loss.

LOCKING THE DOOR after the horse has been stolen is believed by a Nebraska dealer to be better than risking the loss of the second and more expensive horse. He has placed lightning rods on his elevator which was recently struck during a severe thunder storm, thereby setting an example which might be profitably followed by others.

THE U. S. crops for 1914 were so large that no grain dealer of experience expected that the amount would be duplicated this year, but the last government crop report shows that the farmers have done even better, and all grain crops are larger than last year. Canada and Australia also have larger crops, so it does not seem possible that the high prices of a year ago will be repeated.

THE FOLLY of accumulating cash at the elevator office without banking daily has again been demonstrated, as reported in our Michigan news columns, burglars making away with nearly \$100. As soon as grain begins to move freely the country elevator is the scene of much activity, giving to any tramp or idler a vision of easy money. The only method of playing safe is to pay by check.

THE MANY activities of federal inspectors, reported in the Feedstuffs Dep't of this number, sound a warning to feed manufacturers everywhere to label their products accurately; estimating the percentage of the various ingredients is not sufficient. The mere fact that a feed which is labeled to contain 41% of protein contains one or two percent less, does not mean that the feed is not equally as good, or worth less money than indicated. If the politicians continue to add technical regulations and inspections old Bossy's feed will soon cost more than her master's.

THE PROTESTS of the Michigan bean growers and handlers against the ban placed upon the crop by federal authorities owing to anthracnose, have won the support of the Governor and other state officials. If the disease were really harmful instead of being principally a discoloration of the pod from excessive water, these men, elected by the people, would not join the cause of the growers. The Michigan bean trade, at any rate, adopted the right system of obtaining a hearing from the Dep't of Agriculture and the relief sought for may be granted. But in the meantime follow up protests should be registered with the Dep't at every opportunity.

THE MOVIES have been resorted to as a means of preaching the better crops gospel to the farmer who thinks he knows more about growing grain than the universities. The Crop Improvement Com'ite, Chicago, has completed several films designed to prove to that type of farmer, gently but firmly, the real value of the county agent, community clubs, etc. Grain dealers numbering farmers of this class among its patrons would do well to arrange for showing these pictures at the local county fairs or farmers' institute.

SUNDAY CLOSING of elevators has long been desired by the elevator owners and operators of the Northwest, but the growers have persisted in bringing so much grain to market on this day that the elevator men have been forced to keep open house. It is gratifying to note that an organized move for Sunday closing has resulted in many line companies posting notices to the effect that no grain will be received on Sunday. The elevator men are just as much entitled to a rest on the Sabbath Day as anyone, and should insist on having it.

FIRE ESCAPES have never been popular about grain elevators for the reason that they are not often needed. Few elevator men have ever known of anyone being caught in the cupola when fire was raging in the lower story of the elevator. However, the steel fire escape such as is being attached to the elevator at Rochester, Ind., is a good precaution, and may be the means of saving lives. It is well enclosed and entrances from the different floors of the elevator will provide safe and easy egress for men on different floors of the building. Many years ago it was customary to provide an iron ladder up each end of the elevator, but as the rounds of the ladder were not kept painted, rust soon ate through the iron and made the ladder useless.

THE SOUTHERN states have produced so much corn this year they are now making inquiry everywhere as to how they can dispose of it. If reasonable freight rates were established between the Gulf states and New England states it might at least displace the importations of Argentine corn which have been consumed in the east. Corn from the Argentine has shut many shipments of western corn out of the eastern states during the past year. Arkansas is offering new corn to St. Louis and southeastern Missouri has sent much fine corn to that market. These new conditions must be taken into consideration by shippers who have been in the habit of marketing large quantities of northern grown corn in the southeastern states. Each year brings the trade many new puzzling conditions which must be fairly met by the sufferers if business is to be continued at a profit.

COUNTRY elevator men who have been accustomed to storing grain free for farmers, or charging a small fee for the service, owe it to themselves to observe closely the requirements of recent laws, which are designed to regulate all public utilities. Some of the states have new storage laws, which may bring heavy fines to elevator men who do not comply therewith.

TESTER KETTLES of uniform diameter are being favored by the Richmond Grain Exchange, in the hope that buyers and sellers who are some distance apart may test grain under conditions that are more nearly uniform, and thus prevent wide variations, which are due solely to variations in the size, shape or method of using the tester kettle. Uniform results with the tester kettle can never be obtained unless kettles are alike and used in the same manner. The point raised by the Richmond Exchange is worthy of serious consideration by the trade.

THE AMERICAN Bankers Ass'n, at its annual meeting in Seattle last month, not only endorsed the efforts of its Agricultural Commission, but also directed that it continue its work of improving agriculture and country life. Men who attain the highest degree of success on the farm as a rule have little time or energy left to promote co-operative banks, stores or other business enterprises, and it would seem somewhat inconsistent for the bankers to encourage intensive agriculture through their association, yet individually promote co-operative business enterprises among farmers.

ARTFULLY DODGING behind the "act of God" cloak, the railroads with their vexatious and pretended shrewdness, are trying to place on the shippers and exporters the liability for damage by the recent Galveston flood. So much evidence is against the carriers in this instance that if an investigation were made by the grain men interested the blame would quickly be placed where it belongs, instead of being "saddled" on to those who are located thousands of miles from the scene. The citizens of Galveston, profiting by their experience of 1900, erected a great sea wall on the Gulf side of the island and were protected from the water. The railroads, whose tracks are on the Bay side of the island, made no effort to raise their tracks up out of the reach of the water. What is more, the weather bureau gave 36 hours' notice of the approaching storm and issued frequent warnings, but the railroads not only neglected to haul away the grain cars stored in the low lands, but brot in more grain laden cars. The grain in each car was wet about two feet above the floor of the car. The railroads clearly contributed to the loss by their double dereliction and should be required to reimburse shippers for the grain damaged by sea water.

BLACK OATS are often taken from large bins of white oats without the assistance of a magician. One Illinois dealer who stored 40,000 bushels of damp oats in two bins, found it necessary to use an axe when it came to removing the oats for shipment. The lump of black oats illustrated elsewhere in this number is the product of too much heat, in fact the oats were burned to a crisp. Had the great mass been turned over occasionally during the ten months they were kept in store, they would have been kept in prime condition, and commanded a much higher price on the market.

THE ACCIDENTAL electrocution of an elevator employe, who touched the charged sheeting of the plant, as illustrated elsewhere in this number, has caused a thoro investigation on how and why it happened, but the most important results are the recommendations for avoiding repetitions of the sad affair. Where electric wires are brot into a sheet iron covered elevator it is found that to avoid shearing of the ordinary conduit and wires when the plant settles, an iron conduit, harder than the sheet iron covering, must be used. This will tend to cut or bend the covering instead of permitting it to reach the current. Other recommendations are also made, each of which should be heeded by owners of iron clad elevators.

SIX ACCIDENTS reported in this number, resulted in three deaths and six injuries, the set screw, suffocation in grain, and falls being responsible. A 4-year old boy was the victim of suffocation and two men, placing a roof on an Illinois elevator, were the other victims of death when the unfinished roof caved in. Falls cause the injury of a grain man between a car and the loading platform and the serious injury of another, working on a scaffold on an elevator wall. The loud screaming of an Illinois employe as he was gradually being drawn into a bin of grain was heard above the noise of the elevator and his life was saved, tho he is now on the list of injured. It may be unpleasant to read of these casualties in every number, but it is also far from pleasant to record them. If dealers would adopt the safeguards obtainable, such as steel guarding for belts and machinery, headless or counter sunk set screws, safety foot ladders, and one of the many good anti-slip solutions for the floors, these accidents would not occur. Children should be barred absolutely from the premises as all of the guarding in the world will avail nothing with an inquisitive youngster. Besides the temporary loss of the injured employe and the payment of compensation, the employer must realize that a new man to replace the injured, frequently is inexperienced and incapable.

GRAIN GROWERS of western Canada are making an earnest effort to have the duty on Canadian grain removed so that Canadian grain can be shipped duty free into the United States. But inasmuch as the political party now in power obtained its election on its stand against reciprocal trade relations it seems somewhat doubtful that it will grant the removal of the duty asked. It is not at all likely that United States will ever ship wheat into Canada because Canada is always sure to produce grain greatly in excess of its home need and generally can be depended upon to produce a larger surplus of superior wheat for export than the United States.

FIRES RECORDED in this number show a decrease when compared with those of the preceding six weeks, and one company, a mutual, advises that it has not had an elevator loss for more than a month. Sparks from passing locomotives, however, caused two fires and a cribbed stack to a bleaching tower, lightning, dust explosion, and the careless stacking of cobs, started enough others to make a total of 11, compared with 20 reported in the last number. It is gratifying to note that of the 11 only four are credited to the "unknown" cause, whereas usually the percentage is more than half. Dealers sustaining a loss by fire assist the insurance companies materially by giving accurately the cause of origin, as when this is done the insurance inspectors are better able to offer suggestions against that particular hazard in the future.

BUCKET-SHOP operators who have been driven out of their swindling occupation by the Chicago Board of Trade at an expenditure of over \$500,000 in the courts are so eager to get back into position to fleece the unwary that they have resorted to outright theft of the continuous quotations of the Board of Trade. The Board has a property right in its quotations under the decisions of the courts; and the Western Union and the Postal Telegraph Companies absolutely refuse to supply the quotations to any pseudo "broker" who may be under suspicion until his application has been approved by the Board of Trade. Yet recently four bucket-shops have been started in Illinois and by illicit connection of wires are stealing not only all the quotations but the market gossip going over certain private wires. Trading with these illegitimate concerns robs the grain market of the influence of purchases and sales so diverted. Their habit of welching over night should discourage anyone from patronizing them. Grain shippers who discover a new wire house in their town should ascertain that they have connection with a Board of Trade firm or are direct members of that institution which guarantees their responsibility.

Commercial Strabismus.

A Montana correspondent has favored our readers with the account of a unique plan adopted by the great Commercial Club of Medicine Lake, for promoting the trade interests of the town. It is evident that the guiding spirit of the Commercial Club was a man of wide experience and clear discrimination.

An outsider might presume that the Commercial Club of Medicine Lake was organized in the interest of all the commercial interests of the town, but not so. The town was blessed with a superabundance of modern grain elevators, so competition was likely to force top-notch prices most of the time, but the Commercial Club, having confidence in none but itself, determined to ignore the rights and interests of the elevator operators to draw trade from all the surrounding towns, even though it pay dearly for the privilege.

With unusual shrewdness, the Commercial Club officials installed a portable loader and employed a man, giving him instructions to pay terminal market prices, freight off, for all grain. This resulted in a fight that is bringing grain from farmers many miles away and is all being handled at a loss. The grain men, pleased by the fair spirit of the Commercial Club's action, are about to employ an agitator to promote the organization of a Farmers Bank and a Farmers General Store, so that before Medicine Lake finishes with its new plan for promoting the business interests of the town, several new business enterprises will be started, and profits will be displaced by heavy losses. It is the old story of looking too long, with covetous eyes, on the business of your neighbor. If the Commercial Club promoters had had the wisdom to invite the grain men into their councils and asked their co-operation in helping all the business interests of the town, some success might have been attained, but under the plan adopted, no one is likely to succeed long and ruin is sure to overtake many. It is only another case of where selfishness works its own remedy.

THE FRIENDS of the railroads who are grieving sorely because the Interstate Commerce Commission has insisted upon all railroads disposing of their interest in lake transportation lines, seem to overlook the fact that the reason the Commission required the railroads to discontinue the operation of lake transportation lines was due solely to the fact that the railroads operated those lines for the prime purpose of driving as much traffic as possible from the lakes to the railroads. They refused joint rates, failed to provide needed facilities for handling freight, and in every way possible discouraged the shipment of traffic via the lakes. The government has spent many millions in improving the channels and harbors of the Great Lakes, and it now seems right that the people should be protected in their enjoyment of the splendid water transportation. So long as the railroads were in control of the lake vessels it was but natural that they should use every means at their command for discouraging lake shipments. Privately owned lake vessels were driven out of business, and while it may be

some time before they will return, it seems certain that with the railroads barred from the control of lake transportation lines, private enterprise will soon supply better facilities than have yet been attained. Low rates on grain to the seaboard will insure higher prices at western lake ports.

Shippers Should Refuse to Supply Cooperaage Material

Some of the railroads seem disposed to require grain shippers to provide their own material for grain doors in cooping box cars and are neglecting to put in a fresh supply of material when the old is exhausted. Last May the Interstate Commerce Commission suggested to the railroads that they file tariffs showing what they proposed to furnish in the way of material for cooping cars. The Commission ruled that it was not unreasonable to ask shippers to do the cooping. It did not rule that it was necessary for the shipper to furnish his own grain doors, altho it might so rule if the railroads refused to supply doors or lumber for cooping the cars. Different courts have decided that it was incumbent upon the railroads to furnish cars in fit condition for transporting the offered freight to destination without loss or damage.

If the railroads comply with these decisions then they must coopeer the cars themselves or else ask the shipper to do so. The common law, and statutes of several states, require the carrier to deliver at destination all freight received at the initial point. In order to comply with this regulation the carriers' interests will prompt them to see to it that their cars are properly cooped before being loaded with bulk grain, else they may have claims to pay for much greater losses than the cost of the cooping material.

No doubt some of the penny-wise pound-foolish lines will try to induce shippers to furnish their own material and after a precedent has been established they will refuse to supply the shippers thereafter. Hence it behooves the shipper to refuse to supply any material or load grain into cars unfit to receive bulk grain. It would be just as reasonable for the shippers to furnish wheels for the box car as to furnish grain doors. A door is a part of the car and if the railroad company wants the freight it should be perfectly willing to furnish cars to transport the freight.

WRITTEN CONTRACTS are gaining in favor in so many sections of the grain belt it will not be necessary for buyers to depend on the uncertain verbal contracts with their accompanying disputes and lawsuits. The statutes of many states void contracts for \$50 or more which are not placed in writing. In other words such verbal contracts have no standing in the courts, hence the prosecutor could not even obtain a hearing. By placing all contracts in writing dealers not only make it clear what they mean, but protect themselves against misunderstandings and disputes. When contracts are in writing they can depend upon their being carried out and they know what steps are necessary to protect themselves against changes in the market.

SHIPPERs who favor non-members of organized exchanges with their grain, yet expect their grain to be sold on the floor of the exchange, can depend upon paying two commissions, unless some member of the organization is willing to split his commission, for the benefit of the non-member. If this be done, the service rendered cannot compare with the service to be expected or which is sure to be given in case the shipment was sent direct to a member, who is thereby responsible to the shipper, and will strive to protect and promote his interests. The rules of the organized exchanges require commission merchants to report sales at the actual price obtained, but these rules have no influence on the non-members, and it is generally presumed that men who engage in a commission business in any central market, yet fail to become a member of the organized exchange, pursue that policy primarily to escape the regulations of the exchange. In other words, they are determined to handle the shipper's grain in their own interests, and with utter disregard of the shipper's interests. The worst case on record which has been continued in spite of frequent disclosures of double dealing, is at Minneapolis, where a receiver catering to farmers has persisted in soliciting consignments from country shippers, many of which were afterwards sold on the floor of the Chamber of Commerce. In this case it seems that much of the grain was sold direct to the member of the exchange, without any attempt to deceive shippers into believing that they were being served by a member of the exchange.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. & W. 22790 passed thru Vincent, Ia., Oct. 7, leaking white corn underneath over sill. Fixed it best possible while train stopped.—Geo. Schissel.

C. N. W. 74306, while being switched in Soo yards at Valley Springs, S. D., Oct. 4, was leaking velvet chaff wheat badly at corner, no brake end.—G. Goedhart, Jr., mgr. Farmers Elevtr. Co.

E. M. 211226 passed thru Towner, N. D., Oct. 1, leaking wheat over truck.—J. W. Ekstrom, agt. Dodge Elevtr. Co.

S. N. 122285 passed thru Towner, N. D., Oct. 1, leaking wheat.—J. W. Ekstrom, agt. Dodge Elevtr. Co.

C. R. I. & P. 48840 was set out at Marango, Ia., Oct. 1, as was leaking oats badly at sill over truck.—M. F. Green.

C. & N. W. 77976 passed thru Le Sueur, Minn., Sept. 29, leaking grain badly at bottom. We patched while in yards.—Wierwill Bros.

N. P. 46939 passed thru Columbus, Mont., Sept. 28, on thru freight, evidently loaded with grain, seal broken and hanging on doorpost; door open.—A. M. Hanson, mgr. Columbus Elevtr. Co.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Shipper Failed to Refund Overdraft.

Grain Dealers Journal: We are glad to know that the Grain Dealers Journal is using its columns to expose dealers who make overdrafts and then refuse to make good the amount of the overdraft.

We have recently had such an experience with the Davidson Grain Co., Davidson, Okla., of which M. W. Donahoo is manager and principal owner. We bot of the Davidson Grain Co. on July 28 two cars of No. 2 winter wheat at \$1.21 delivered Galveston, export scale for lower grades. On this contract two cars were shipped on the same date invoiced as No. 2 wheat. Frisco 120489 was invoiced as containing 88,945 lbs., leaving a margin of \$29.34 on draft for \$1530.57. I. & G. N. 3441 was invoiced as containing 65,840 lbs. the draft for \$1144.53, leaving a margin of \$21.94.

On arrival at Galveston the weights and grades were 80,910 and 61,230 lbs., No. 3, 57 and 58 lb. test, making a total overdraft on these two cars of \$205.98, which they have refused to pay, giving no cause for refusal.

The Bs/L issued for these two cars show 88,045 and 65,840 lbs.

We intend to place this matter before the United States District Attorney at Oklahoma City and ask for a warrant based upon obtaining money under false pretenses thru the mail.—Wichita Grain Co., Altus, Okla.

Specify Application of Shipments.

Grain Dealers Journal: We have recently received complaints from our members arising out of controversy regarding the application of shipments where the shipper was selling grain on track "to arrive" and also forwarding shipments to the same firm "on consignment" and in one particular case, the shipper was at the same time, also forwarding shipments to go into public elevators for store on his own account through the same firm.

Terminal market buyers and commission merchants complain that many country shippers neglect to give them advice of shipments or instructions as to the application of the cars on particular contracts when there are several contracts open, etc.

Some shippers seem to think that when they have attached a draft to an order B/L this is sufficient notice, but if they will stop to consider, it does not answer the convenience in the regular course of business and does not always get the direct attention that the shipments would otherwise receive if in addition they would write the terminal buyer or commission merchant a letter advising him of the shipment and also as to the weight and grade.

If the weight and grade as weighed and inspected at the terminal does not correspond favorably with the shipper's statement the buyer or commission mer-

chant can then wire the shipper and thus be in a position to check up against error or give the shipper an opportunity to protect himself if he is dissatisfied with the returns offered.

One of our directors, L. W. Larson, of Rolfe, Ia., has adopted a form of "Advice Shipment" which gives the car number, initial, weight, kind of grain, grade, amount of draft and with blank space for special remarks or instructions. Attached is a weight certificate made up in form to show the car number, initial, kind of grain, grade and the weight in detail as to draughts and also copy of the billing given on the shipping bill—Geo. A. Wells, Sec'y Western Grain Dealers Ass'n, Des Moines, Ia.

Medicine Lake "Business Methods."

Grain Dealers Journal: Greed is rapidly gaining a foothold at Medicine Lake, Mont., one of the many young and thriving towns of that state. The business men of the town, thru their recently organized commercial club, are apparently trying to add the trade of the legitimate grain dealers as a side line.

The commercial club was organized to boost the town—to get for Medicine Lake a larger population. It is composed naturally of business men, who realize that when a farmer comes to town it is generally to make a purchase or for the double purpose to sell the produce of his farm and buy supplies. Knowing that the farmer sells his grain where he can get the best price, the club is trying to get his money "coming and going," first offering to take the grain off his hands and then selling him the clothing, necessities of life, etc., for the money they pay him for grain.

A man has been hired at a salary of \$200 per month to induce the farmers to sell their grain to the commercial club, instead of to one of the three line elevators or the farmers elevator who have \$25,000 invested in facilities to give the farmer the best of service. This inducer, whose equipment consists of a track loader, offers to buy the grain "freight off." He is getting some business, but the uncommercial club is beginning to realize that there is no money in their added side line, in fact no one is making money out of the grain business at Medicine Lake. The general merchants, however, are showing an increased business in their regular lines, and naturally an increased profit, but they are ruining the grain business.

In retaliation the grain men are explaining to the farmers the advisability of dealing with mail order houses for clothing, groceries, farm implements, etc., and much of this business has already been influenced. Not content with that, however, the grain men say that it is entirely likely that an experienced organizer may be obtained to organize a co-operative general store. This proposition would appeal strongly to the farmers, who are keen for bargains.

The organizer might go a step further. It would be entirely possible to organize a Farmers Bank. The present institution is compelled to depend largely, if not entirely, upon the farmers' money for existence. Why could not the farmer handle his own money as well as he can his own grain or merchandise? He would find it a more profitable venture than either.

Until these alleged business men call off their fight against the grain dealers the making of money will not only be at a standstill, but the growth of the town will

be just as seriously affected, for who would wish to live in a community which was at war with itself?—Bob White.

Illinois Grain Quarantine.

Grain Dealers Journal: Regarding the movement of grain in quarantined areas we beg to advise that no grain should be received from any farm inside of the five mile area from an infected farm or premises.

Any grain now in the hands of the elevators can be moved without any restriction, providing no grain has been received from closed quarantine areas.—State Board of Live Stock Commissioners, B. J. Shanley, Chairman, Chicago, Ill.

Favor a Uniform Weight Tester.

Grain Dealers Journal: The Richmond Grain Exchange favors the adoption of a grain tester, cup or kettle, of a fixed diameter as the standard. The test naturally varies according to the strike, and the greater the diameter of the cup the longer the strike and the greater the chance for variation in the test. A deeper cup of smaller diameter should be adopted by all exchanges, as this would afford the desired uniformity and prevent wide variations in tests of the same grain by persons using buckets of different diameters.—Y. E. Booker, sec'y, Richmond Grain Exchange, Richmond, Va.

Who Is Responsible?

Grain Dealers Journal: It is not definitely decided who is to blame for the grain recently lost in the Galveston storm and flood, but several suits are to be filed against the railroad companies by shippers holding Bs/L for cars of grain left standing on low ground and exposed to the water.

The railroads were exempt in the storm of 1900 because the flood had no precedent and the entire water frontage was exposed. Since that time the city has raised its ocean side 17 feet. The railroads have neglected this precaution. For that reason many good attorneys believe the carriers failed to exercise common business judgment, for which they might be held responsible.

They also showed lack of interest in not moving the grain cars when warned of the approaching storm. Ten or 12 engines could have moved all of the grain to higher ground within a few hours, whereas they, with the general public, were advised of the furious oncoming gale 36 hours in advance. Some claims are made that instead of moving all grain possible out of Galveston upon receipt of the Government's warnings, the railroads carried much grain into the city. The exporters are trying to hold their shippers responsible for the lost grain, and naturally the latter must come back at the railroads, but thus far the carriers refuse to admit their liability, preferring to "saddle" the loss on to some one else, or plead the time worn excuse, it was An Act of God.—F. R. M.

THE AMERICAN MALTING Co. has declared a dividend of 70 cents per share, semi-annual, on the preferred stock, payable Nov. 1. The American Malt Corporation has declared a dividend of 50 cents per share on the preferred stock, payable Nov. 1.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Book on Elevator Management and Options?

Grain Dealers Journal: Where could I purchase a good book on organization of elevator companies and on their management?

Is it necessary for a party starting to buy grain on track to furnish a bond?

Is there a book published on options, how to buy and sell them?—E. L. Miller, Bonilla, S. D.

Ans.: No books have been published on elevator organization and management, and none on dealing in options. A good way to get posted is to read a good trade journal and to get specific information from the commission merchant who is competent to give advice. In most states track buyers are not required to furnish bonds.

Should Shipper or Buyer Bear Loss Thru Delay in Filing Claim?

Grain Dealers Journal: On a shipment of grain made nearly two years ago our commission firm at Omaha held the claim nearly a month before presenting it to the railroad company. It was presented by them to the wrong railroad, the Chicago, Milwaukee & St. Paul, which in turn held the claim for 10 months, until long after the legal 4 months' limit of time for presentation to the right road, the Illinois Central, had expired.

Our commission firm wrote us Oct. 1: "We have written possibly 50 letters on this subject, between ourselves, the Interstate Commerce Commission, the C., M. & St. P. and the Illinois Central, with the result that we have not arrived anywhere."

Shipment was made at Colton, Oct. 30, 1913, on South Dakota Central, the B/L reading via I. C. Claim was filed with the C., M. & St. P. on Dec. 9. The claim was returned Sept. 19, 1914, the C., M. & St. P. advising the commission firm that the car did not arrive by their line.

Our commission firm writes: "It is to be regretted exceedingly that the C., M. & St. P. people were so derelict in their plain duty to either adjust the claim or return it promptly, but of course that does not bring any results other than the possible condemnation of such tactics on the part of the carrier. Our attorney has decided that it would not be possible to secure results thru the courts. We performed what we considered our duty in filing the claim for you, but of course we cannot be held responsible for the action of the C., M. & St. P. road, who are entirely and absolutely responsible for the fact that this claim has become outlaid."

The Illinois Central wrote: "We are in no way responsible for the failure of the C., M. & St. P. to promptly advise your company that the shipment was not handled by them."

Our claim was for a shortage, amount \$44, on B. & O. No. 83,011. What recourse have we?—Colton Grain Co., Colton, S. D.

Ans.: The C., M. & St. P. is not liable,

as it did not handle the shipment. The Illinois Central is not liable as it did not receive the claim within the 4 months' limit.

The loss should be borne by the party making the error. Shipper did not specify against which line to make claim, and the receiver in undertaking to present claim became bound to lodge it with one of the connecting lines actually handling the car of oats. The commission merchant is paid a fee for selling and accounting for consignments and such service as filing a claim is included.

Buyers on track at an agreed price owe the shipper no services. The grain is either theirs or the shipper's according to the terms of the contract, and if the sale was made on the basis of destination weight the grain was the shipper's until unloaded, and upon him rests the burden of collecting for shortage from the railroad company. As the track buyer filing claim for shipper's account does so without pay for the service he can not be held liable for any loss of the claim, however negligent or dilatory he may have been in prosecuting it.

How to Take Advantage of Cash Premiums?

Grain Dealers Journal: What advantage is there in buying futures in the Board of Trade and then shipping out the grain instead of holding it in store for our customers?—J. M. Snodgrass.

Ans.: There has been a great advantage during the past year for the fortunate possessors of grain in store to ship out and sell immediately, as the future deliveries have been purchasable, simultaneously with the sale at a discount of 8 to 24 cents per bushel under the spot cash grain.

On June 30, 1915, for example, the country elevator man having a carload of No. 2 red winter wheat on hand stored for farmers could have consigned it to Chicago and sold the car on track there for \$1.27 per bu. The same day he could have protected himself against an advance in the market by buying September delivery wheat at \$1.02. If the farmer happened to come in and order his wheat sold at the market on Sept. 23 the grain dealer could pay the farmer the market on that day for No. 2 red wheat for September shipment which was 2c over September, or \$1.07, which was the bid that day. The same day that the farmer ordered his grain sold the grain dealer on Sept. 23 could sell out his purchase of September delivery at \$1.05. Thus the grain dealer pocketed 20 cents by the decline in the cash wheat market and profited also 3 cents per bu. by the advance in the option.

The farmer lost nothing by this, as if he had sold his grain when delivered to the elevator June 30 the bid for shipment by July 15 was only \$1.07. This is an extreme

case, but illustrates the possibilities. At present Oct. 9 bid for No. 2 red for 10 days shipment is 5 cents over December price, and cash wheat on track 8 cents over, showing a good profit in letting go of stored wheat and buying the future as a hedge.

An Indiana Elevator Fire

The destruction of the elevator at Star City, Ind., owned by T. L. Reed & Co., proved a forceful illustration of the value of mutual fire insurance. The property was a total loss, including the contents, as will be seen from the photograph reproduced herewith, but almost before the embers were cold adjusters were on the ground, going over the books of the company to ascertain the actual loss. J. C. Phillips, junior partner of the firm, facilitated matters somewhat in having his books neatly and accurately balanced at the close of each working day, thus knowing always exactly how much of each grain was in the elevator.

The insurance on the \$20,000 loss amounting to \$14,000, was immediately paid, and within a very few days construction of a new and more modern plant started. It is believed that the fire had its origin in an accumulation of corn cobs before the door of the boiler furnace, altho the cause has been attributed to spontaneous combustion. In any event it is safe to say that when the new plant is completed corn cobs will be spouted to the only safe receptacle, a tile or brick cob burner, some distance from the plant.

The new elevator will be completed about Jan. 1 by the Efficient Erecting Co., which has the contract. It will be of cribbed and iron construction with 60,000 bus. capacity. The boiler and cob house will be of concrete, 35 feet from the main building. Among the modern machinery with which the new plant will be equipped is a 50 h. p. engine, 80 h. p. boiler, automatic scales, automatic dumps, and ball bearing feed grinder. Large elevator cups will be installed so as to give rapid handling facilities.

The firm will operate in the future under the name of J. C. Phillips, and will continue to specialize in feed and seed as well as operating the elevator.



Burning of Frame Elevator at Star City, Ind.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Winnipeg, Man., Oct. 4.—Today's inspections of grain were 2,033 cars, which was largest amount ever inspected in 1 day; 2,019 were inspected Saturday; largest previous amount was 1,873 cars on Dec. 2, 1913.—H. N.

GEORGIA.

Atlanta, Ga.—Each of the southern states, with the exception of Florida, will have a very substantial quantity of corn to ship out. Under no conditions will they be able to consume all they have produced this year. Now that the price of cotton is up to 12c the farmers are very sorry they did not plant a larger acreage of cotton. All of the corn grown in this section is white, much of it with a small red cob, and of course is well cured before it comes out of the field.—Joe. Gregg.

ILLINOIS.

Catlin, Ill., Oct. 5.—Wheat threshing finished Oct. 2.—R. K. Byerly.

Champaign, Ill., Sept. 28.—About 17% wheat still in farmers' hands; about 50% oats still on farms; not anxious to sell at present prices; threshing not completed in some localities.—E. B. Hitchcock, sec'y Ill. G. D. A.

INDIANA.

Indianapolis, Ind., Oct. 8.—Wheat threshing finished in Lagrange county and most of grain stacked; oats threshed.—G.

KANSAS.

Jetmore, Kan., Sept. 28.—Wheat movement slow.—M. W. Peterson.

Oskaloosa, Kan., Sept. 28.—About 35% wheat has been shipped.—L. H. Kimmel.

Ford, Kan., Sept. 25.—Wheat threshing about over; only 10% marketed.—J. B. McClure Grain Co.

Montezuma, Kan., Sept. 28.—Wheat half threshed; about 75% in farmers' hands.—M. J. Long.

Kingsdown, Kan., Oct. 4.—Grain movement light, as farmers are busy sowing wheat.—W. W. Gibbons, Kingsdown Co-operative Equity Exchange.

Wichita, Kan., Oct. 8.—Receipts of grain at this market for September were 1,522,800 bus. wheat, 24,000 bus. corn, 31,000 bus. oats and 2,000 bus. rye; compared with 2,295,600 bus. wheat, 31,200 bus. corn, 150,000 bus. oats and no rye for 1914. Shipments included 612,000 bus. wheat, 18,000 bus. corn, 26,700 bus. oats and 2,000 bus. rye; compared with 1,542,000 bus. wheat, 12,600 bus. corn, 122,000 bus. oats and no rye for 1914.—J. H. Sherman, sec'y Board of Trade.

MICHIGAN.

Alma, Mich., Oct. 8.—Farmers holding grain to some extent expecting higher prices.—Alma Grain & Lumber Co.

Lansing, Mich., Oct. 7.—Total number of bus. of wheat marketed in September at 74 mills 89 elvtrs. and to grain dealers is 404,767 bus. Estimated total number of bus. marketed in August and September is 1,750,000 bus.—Coleman Vaughan, sec'y of State.

MINNESOTA.

Reading, Minn., Oct. 4.—Oats in shock all threshed; stacked oats threshing behind account rain; will be no corn for market here.—Joe Derivan, mgr. Moreland & Shutleworth.

MISSOURI.

St. Joseph, Mo., Oct. 1.—Little contract wheat in Kansas and Nebraska.—St. Joseph Hay & Feed Co.

MONTANA.

Savage, Mont., Oct. 5.—Threshing delayed by rain past week.—E. F. Holloran, Fairview.

Manhattan, Mont., Oct. 7.—Ideal weather for threshing; about 25% finished to date; farmers disposed to store and hold but are beginning to sell now at 85c.—Willis H. Clark.

NEBRASKA.

Crofton, Neb., Oct. 5.—Oats being marketed slowly; farmers disposed to hold back account low prices; wheat selling at 80c; old corn at 48c.—Ruden & McEwing.

NORTH DAKOTA.

Chaseley, N. D., Oct. 2.—Threshing delayed.—F. M. Cook.

Werner, N. D., Oct. 6.—Threshing delayed account rain.—Chas. E. Mutschler.

Thompson, N. D., Oct. 4.—About 75% threshing finished.—Farmers Elvtr. Co.

Stampede, N. D., Oct. 5.—Grain movement slow account rain and bad weather.—C. A. Vaughn.

Hamble sta. (Oakes p. o.), N. D., Oct. 4.—Grain 60% threshed.—W. S. Trask, agt. Hawkeye Elvtr. Co.

Shields, N. D., Oct. 5.—Threshing has been delayed for 2 weeks account heavy rains.—Christ Neuman.

Eldridge, N. D., Oct. 2.—Expect to handle 400,000 bus. grain this year.—R. C. Merrill, agt. Powers Elvtr. Co.

Parshall, N. D., Sept. 28.—About 300,000 bus. wheat still in farmers' hands.—J. Damschen, mgr. Farmers Elvtr. Co.

Marmarth, N. D., Oct. 5.—Not much threshing being done account rain.—K. Hoban, agt. Western Lumber & Grain Co.

Kloses siding (Jamestown p. o.), N. D., Oct. 5.—Threshing will be finished in about 13 days.—J. R. Merrill, agt. Star Elvtr. Co.

Gronna, N. D., Oct. 2.—Threshing about ½ done and about 25% grain marketed.—H. C. Boomgaarden, mgr. Gronna Grain & Mercantile Co.

Hurdsheld, N. D., Oct. 6.—Not over 20% crop threshed; with ordinary fall, some will be under snow.—M. G. Blaha, agt. Andrews Grain Co.

Dazey, N. D., Sept. 28.—Will handle about 550,000 bus. of grain, compared with an average of 500,000 bus.—S. Olson, agt. Monarch Elvtr. Co.

Osnabrock, N. D., Oct. 6.—Shipments keep up with receipts; not over ½ threshing done; none done since Sept. 24 account rain.—E. E. Amerman.

Litchville, N. D., Oct. 5.—Only few have threshed account rain; none done for 2 weeks and prospect of more rain.—J. E. Duncan, agt. Amenia Elvtr. Co.

Nanson, N. D., Sept. 28.—Will handle about 285,000 bus. of grain this year; compared with 130,000 bus. last year.—O. A. Burgeson, agt. Great Western Grain Co.

Norma, N. D., Sept. 27.—Expect to handle 800,000 bus. this year; compared with 650,000 bus. at this station last year.—Otto B. Sorenson, agt. Minnekota Elvtr. Co.

Fingal, N. D., Sept. 28.—Expect to handle 240,000 bus. spring wheat, 10,000 bus. durum, 90,000 bus. of barley and 2,000 bus.

of rye.—P. M. Hones, mgr. Farmers Elvtr. Co.

Revere, N. D., Oct. 4.—Threshing about 50% finished; none done for 11 days account rain; will not finish this fall unless have good weather, as crops are heavy.—A. H. Nelson.

Alfred, N. D., Oct. 1.—Will be several days before threshing can be done, as had 10 days rain; only about 20% threshing finished; weather clear today.—Frank Boldt, mgr. Alfred Elvtr. Co.

Havana, N. D., Oct. 4.—About 33 1/3% grain to be threshed; threshing was well under way Oct. 2, but had steady rain all night and yesterday which will delay for about 4 days.—O. C. Beck, agt. Norman & Mohn Elvtr. Co.

OHIO.

Ohio, Oct. 5.—Covered about 200 miles in 2 days and find corn being cut all along line.—G.

Columbus, O., Oct. 7.—About 9% of 1914 wheat still in farmers hands.—State Board of Agriculture.

WYOMING.

Worland, Wyo., Sept. 28.—About 50% winter grain crop has been delivered.—B. C. Buffum, Emmer Products Co.

Grain Exports Heavy.

BRITISH STEAMER Beckenham has cleared at Portland, Ore., for South American ports with 225,660 bus. of wheat in 400-lb. sacks.

STEAMER SANTA CECILIA recently cleared at Portland, Ore., with 149,000 bushels of wheat and barley for New York, where the grain will be reshipped for export to Europe.

THE DANISH steamer Erik II, which has been in Baltimore for the last two weeks waiting for a cargo of grain, has cleared for Galveston, where the vessel has been chartered for a cargo of export grain.

THE FOLLOWING VESSELS have recently cleared at Philadelphia with cargoes of export grain: Benpark, 232,000 bus. wheat for Genoa; Anton Stathatos, 134,000 bus. wheat for Santos; Manchester Spinner, 16,000 bus. wheat and 20,000 bus. oats for Manchester.

GRAIN VESSELS clearing at Portland, Ore., with export grain this season numbered 102, of which four were sunk by German submarines near the British Isles, two were destroyed by German warships in the south seas, and one was wrecked in a gale near the Panama Canal.

OCEAN RATES for grain have advanced to a very high level, and because of scarcity of vessels this has continued to restrict the export business. Clearances, however, indicate that in the past considerable more business was transacted than generally reported.—L. W. Forbell & Co.

The Grain Trade's Activity.

	1915.	1914.
WHEAT CROP, U. S., bus.....	1,002,029,000	891,000,000
Wheat receipts, primary markets, July 1 to Oct. 2, 1915, bus.	117,952,000	178,438,000
U. S. wheat exports, July 1 to Oct. 2, 1915, bus.	51,339,000	83,929,000
Argentine wheat exports, Jan. 1 to Oct. 2, 1915, bus.	92,797,000	36,854,000
Wheat visible supply, Oct. 2, 1915, bus.	15,900,000	51,586,000
Canadian visible wheat supply, Oct. 4, 1915, bus.	9,536,000	22,885,000
FLOUR EXPORTS, July 1 to Oct. 4, 1915, bbls.	3,135,100	3,595,500
OATS CROP, U. S., bus.....	1,517,478,000	1,141,000,000
Oats receipts, primary markets, July 1 to Oct. 4, 1915, bus....	78,585,000	99,319,000
U. S. oats exports, July 1 to Oct. 4, 1915, bus.	19,821,000	13,591,000
Oats, visible supply, Oct. 2, 1915, bus.	14,381,000	27,285,000
CORN CROP, U. S., bus.....	3,026,159,000	2,918,000,000
Corn visible supply, Oct. 2, 1915, bus.	3,444,000	5,461,000
Corn receipts, primary markets, July 1 to Oct. 2, 1915, bus....	240,152,000	220,165,000
Argentine corn exports, Apr. 1 to Oct. 2, 1915, bus.	98,470,000	73,784,000
U. S. corn exports, July 1 to Oct. 4, 1915, bus.	3,840,000	1,856,000
RYE EXPORTS, U. S., July 1 to Oct. 4, 1915, bus.	1,751,000	1,114,000
BARLEY EXPORTS, U. S., July 1 to Oct. 4, 1915, bus.	2,403,000	2,325,000
CHICAGO BOARD OF TRADE CLEARINGS, September, 1915	\$10,152,433	\$12,944,428

Corn Movement in September.

Receipts and shipments of corn at the various markets during September, 1915, compared with September, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Baltim.	17,107,904	2,473,156	16,865,071	506,577
Chicago	9,248,000	8,146,000	3,861,000	5,791,000
Omaha	1,902,000	816,000	932,400	1,324,300
Peoria	1,571,050	1,174,400	1,134,200	233,310
New Yk.	1,552,050	.....	79,952	.....
St. Louis	1,282,880	908,600	598,780	569,650
Milwauk.	998,325	1,475,175	730,455	1,638,735
Indianap.	794,000	641,000	176,000	331,000
Kan. City	691,250	527,500	518,750	289,570
Cincinnati	425,308	557,433	404,773	433,770
Minneapolis	380,390	449,970	193,270	.....
New Or.	338,040	.....	190,042	.....
Detroit	240,000	207,000	118,000	87,000
Toledo	145,200	168,000	39,600	57,400
San Francisco	.....	.....	.....	.....
(tons)	474	.....	2,673	.....

Oats Movement in September.

Receipts and shipments of oats at the various markets during September, 1915, compared with September, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Baltim.	19,839,093	12,260,201	16,828,331	8,545,383
Chicago	18,172,000	16,715,000	15,579,000	17,185,000
New Yk.	4,901,230	.....	2,171,347	.....
Minneapolis	4,191,610	3,686,190	2,752,110	1,347,200
Milwauk.	2,296,700	3,813,500	2,393,900	3,869,589
Indianap.	1,691,000	351,000	570,000	408,000
St. Louis	1,555,200	2,535,350	1,362,330	1,518,330
Peoria	1,528,400	1,198,400	1,376,230	1,067,700
Winnipeg	1,229,300	5,534,100	.....	.....
Cincinnati	1,152,000	702,248	649,661	348,192
Duluth	1,134,793	1,295,794	791,842	529,560
Omaha	1,108,400	2,425,900	1,017,000	1,378,500
Toledo	771,200	452,800	512,400	403,900
Detroit	644,000	417,000	319,000	307,600
Kan. City	527,000	901,000	205,700	375,000
New Or.	52,080	.....	544,175	.....
San Francisco	.....	.....	.....	.....
(tons)	3,711	.....	4,483	.....

Rye Movement in September.

Receipts and shipments of rye at the various markets during September, 1915, compared with September, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Baltim.	6,318,429	1,877,664	6,661,885	1,509,237
Duluth	1,720,199	919,345	1,628,472	873,177
Minneapolis	726,340	1,154,170	378,810	613,151
Chicago	641,000	351,000	489,000	226,000
Milwauk.	341,980	551,610	287,609	370,381
New Yk.	247,500	.....	97,534	.....
Cincinnati	127,363	53,359	127,309	14,939
Detroit	121,000	104,000	59,000	10,000
Omaha	63,800	74,800	48,000	65,000
Indianap.	50,000	2,000	22,800	.....
St. Louis	42,900	82,150	50,690	44,740
Peoria	33,400	107,200	32,000	66,000
Kan. City	14,300	19,800	26,400	19,800
Toledo	10,000	18,000	16,900	20,600

Barley Movement in September.

Receipts and shipments of barley at the various markets during September, 1915, compared with September, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Minneapolis	6,161,980	6,219,100	4,503,150	4,361,720
Duluth	3,472,458	2,790,816	2,218,369	2,152,442
Chicago	1,794,000	3,021,000	481,000	351,000
Baltim.	1,545,058	42,348	1,695,012	16,085
Milwauk.	1,543,500	2,724,120	354,202	530,205
Winnipeg	1,202,500	986,700	.....	.....
New Yk.	1,118,525	.....	1,079,791	.....
Peoria	224,200	278,400	61,360	87,550
Kan. City	88,200	47,600	112,000	14,000
St. Louis	82,000	290,800	23,020	12,260
San Francisco	.....	.....	.....	.....
(tons)	31,603	.....	91,379	.....
Omaha	30,800	36,400	7,000	17,000
Cincinnati	5,456	53,367	2,640	1,920
Toledo	1,000	1,000	.....	.....

Exports of Grain Weekly.

	Wheat.		Oats.	
	1915.	1914.	1915.	1914.
July 4, '14 to July 3, '15	314,473,000	192,348,000	101,585,000	17,702,000
July 10	1,890,000	5,758,000	2,410,000	672,000
July 17	2,049,000	5,087,000	2,829,000	474,000
July 24	1,548,000	7,711,000	2,680,000	277,000
July 31	3,809,000	8,196,000	1,846,000	345,000
Aug. 7	1,971,000	4,347,000	1,352,000	384,000
Aug. 14	3,841,000	9,285,000	687,000	280,000
Aug. 21	3,100,000	9,286,000	397,000	612,000
Aug. 28	4,302,000	8,643,000	290,000	323,000
Sept. 4	5,317,000	9,019,000	1,700,000	767,000
Sept. 11	4,783,000	7,440,000	165,000	149,000
Sept. 18	5,464,000	5,230,000	1,880,000	2,660,000
Sept. 25	5,793,000	6,483,000	1,692,000	2,570,000
Oct. 2	7,467,000	8,304,000	1,853,000	4,078,000
	51,339,000	88,929,000	19,821,000	13,591,000

Wheat Movement in September.

Receipts and shipments of wheat at the various markets during September, 1915, compared with September, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Winnipeg	28,567,125	34,046,900	.....	.....
Minneapolis	19,826,070	21,034,900	6,982,340	4,238,970
Duluth	18,520,350	16,546,252	13,677,464	9,787,853
Baltim.	17,643,290	15,599,035	17,042,943	15,701,792
Chicago	9,858,000	13,496,000	7,413,000	10,593,000
Kan. City	7,273,800	13,279,950	5,242,050	9,841,400
New Yk.	6,321,910	.....	5,727,006	.....
St. Louis	4,209,922	3,209,389	3,033,640	2,108,730
Galveston	4,111,550	.....	3,505,715	.....
New Or.	1,873,874	.....	5,283,178	.....
Omaha	1,435,200	2,013,600	932,400	1,948,800
Cincinnati	1,220,341	350,929	1,026,359	173,123
Toledo	1,178,000	1,033,000	667,000	306,700
Milwauk.	670,000	1,841,175	290,996	1,369,622
Peoria	434,800	217,433	623,300	210,332
Indianap.	397,000	115,000	182,000	36,000
Detroit	339,000	385,000	98,000	67,400
San Francisco	.....	.....	.....	.....
(tons)	19,497	.....	29,698	.....

Buckwheat Crop Reports.

Detroit, Mich., Oct. 6.—Buckwheat acreage about normal; have seen some new grain and think it cannot fail to be damp. —Commercial Mfg. Co.

Baldwinsville, N. Y., Oct. 8.—Buckwheat around here is just an ordinary crop; possibly a little smaller than last year. Farmers grow other grains mostly in this section. —Mercer Mfg. Co.

Kitzmiller, Md., Oct. 7.—Buckwheat acreage practically the same as last year; think it is average crop as to quality; bulk of grain is in the fields; weather too wet for threshing. —Rafter Mill Co.

Adamsville, Pa., Oct. 7.—Buckwheat acreage somewhat less than last season on account of extremely wet weather at seeding time. Yield per acre will be an average one. Very little threshing done but quality should be good. —Stanley & McCurdy.

Lansing, Mich., Oct. 7.—Buckwheat estimated average in this state is 14.42, in the southern counties 16.25, in the central counties 13.48, in the northern counties 12.10 and in the Upper Peninsula 5 bus. per acre. —Coleman C. Vaughan, sec'y of state.

Berlin, Wis., Oct. 6.—Buckwheat is not in market yet but we are expecting shipments to commence this week or early next if the weather is favorable for threshing. Our opinion is, that the crop is substantially the same as last year. —Stillman Wright & Co.

Dresden, N. Y., Oct. 6.—Do not grow much buckwheat here; about 2,000 bus. will cover all; the 1914 crop was a failure; too dry; did not fill; I only bot 400 bus. last year; this year's crop has filled well; will make about 25 bus.; threshing not finished. —Wm. M. Birkett.

Akron, Mich., Oct. 7.—The acreage of buckwheat in this section has gradually decreased until at present time we find only a small field here and there. These are looking very good this year and appear to be well filled. No threshing done here yet. —E. A. Hess, Hess Elvtr. Co.

Eaton, N. Y., Oct. 6.—Buckwheat in East is very good; has been no increase in acreage, but all of grain is matured and on account of cool weather, it is well filled. It has been so wet, however, that very little of the crop has been threshed, and we have heard of no price being made on the grain, believe, however, that the early grain will readily bring from \$1.40 to \$1.50 per 100 lbs. —Eaton Mfg. Co.

Janesville, Wis., Oct. 6.—The 1915 crop of buckwheat has matured later than usual due to too much rain and too little sunshine, so that the movement of the crop will be delayed at least 2 weeks beyond normal. The total crop of the United States is a little larger than last year. Practically the same acreage is devoted to buckwheat each year. —F. H. Blodgett, Blodgett Mfg. Co.

Fairchild, Wis., Oct. 6.—Very little buckwheat matured in this region this year; not a great amount sown, and a large portion of it was killed by the frost. We think the crop in this vicinity will be very small. Do not think the growers are showing any tendency of increasing the area. At the present time there seems to be none moving to market; will not be ½ the crop of last year. —N. C. Foster, pres. N. C. Foster Lumber Co.



Peoria's Glad Hand.

Wyalusing, Pa., Oct. 6.—Buckwheat acreage in this locality compared with last year is about 80%, the farmers had intended to sow every available acre; has come thru with unusually slight damage and is now standing in the fields ready to thresh; rain has prevented threshing to date, but a few days of bright, dry weather will assure a crop of excellent quality and a yield about 95% of last year; farmers are bullish on buckwheat, and, with last year's prices in mind, will expect to sell on the basis of rye and corn. We believe some of them will be disappointed, but do not expect to buy any really cheap buckwheat this season.—F. E. Welles, Jr., Welles Mill Co.

Wilkes-Barre, Pa., Oct. 6.—Buckwheat for this season has just started to move; quality of grain received so far has been very satisfactory; acreage and yield in this state and New York is only about 75% of that of last year. Yield per acre is different in various parts, ranging from 10 to 25 bus. From what we can learn, the Canadian crop of buckwheat is about the same as last year and Michigan is about 60%. We do not think there is any old buckwheat left, and should there be an export demand for buckwheat, this would probably put up the price, but on account of the cheap price of new corn and oats, do not think the dealers should pay the farmers more than \$1.50 per 100 lbs. for sound milling buckwheat.—J. E. Alexander, sec'y Miner-Hillard Mfg. Co.

Condition of Buckwheat Crop.

The United States Dep't of Agriculture reports that the condition of buckwheat on Oct. 1 was 81.9, compared with a 10-year average of 81.9. The yield per acre is given as 20.9 bus., compared with 21.3 for 1914 and 20.5 for a five-year average. The total acreage is estimated at 800,000 bus. which is 101% of 1914. The total production for 1915 is estimated at 16,738,000 bushels, compared with 16,881,000 bushels last year.

Condition and estimated yield by states on Sept. 1 are given below, with comparisons, 000 omitted from bushels columns:

State.	Condition Sept. 1. 10- %	Forecast 1915 from condition. Sept. 1. Aug. 1. Bus. Bus.	Final esti- mate. 1914. Bus.		
Me.	86	90	341	376	348
N. H.	88	92	27	29	25
Vt.	95	92	213	209	224
Mass.	89	89	40	44	37
Conn.	92	89	59	63	56
N. Y.	87	83	6,386	6,499	6,302
N. J.	95	84	252	250	210
Pa.	91	86	6,109	5,924	5,740
Del.	90	87	62	57	57
Md.	96	87	227	215	204
Va.	93	84	558	528	446
W. Va.	96	86	967	902	774
N. C.	95	86	214	214	171
Ohio	95	84	410	381	432
Ind.	86	83	95	99	88
Ill.	88	82	79	78	71
Mich.	76	83	912	1,088	1,054
Wis.	73	85	256	321	298
Minn.	80	83	114	126	102
Ia.	83	85	116	126	110
Mo.	86	80	34	33	31
Neb.	92	84	20	20	18
Kan.	85	79	15	16	16
Tenn.	88	88	50	53	67

THE OHIO Corn Boys Clubs, 1,500 members strong, will make another tour of the principal cities this year in charge of T. P. Riddle. Among the cities to be "taken in" are New York, Philadelphia and Washington. A large brass band will accompany the boys.

THE WESTERN UNION and the Gold and Stock Telegraf Companies, in a recent suit before the appellate division of the Supreme Court, alleged that they refused ticker service to the complaining New York stock brokers, owing to a contract executed with the New York Stock Exchange, which permits them to transmit quotations only to persons whose applications have been approved by the Exchange.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Catlin, Ill., Oct. 5.—No wheat being sown this fall; corn fine; out of frost danger.—R. K. Byerly.

Champaign, Ill., Sept. 28.—Plowing general in wheat growing territory; reports of reduced acreage from nearly 200 stations account poor weather conditions; acreage will be unchanged in about 1/3 of territory; corn condition 91.8%; better than last year; is now making good progress; ears large but kernels are slow hardening; most will be out of frost danger by Oct. 15; will be more No. 5 and No. 6 corn to handle up to freezing weather than in many years; late threshed oats poor quality.—E. B. Hitchcock, sec'y Ill. G. D. A.

INDIANA.

Indianapolis, Ind., Oct. 8.—Farmers complaining of dry weather in Pike county; many have completed wheat plowing for fall sowing; acreage will be larger than last year. In some of lowland counties in northern Indiana frost has nipped corn, and while damage has not been heavy farmers are filling their silos; in the central and southern districts reports are that corn is ripening fast and gathering will soon begin; crop on an average will be equal if not better than last year; in Lagrange county wheat yield unusual, averaging from 25 to 35 bus.; quality far above average; oats averages 40 to 60 bus.; yields of all kinds of grain from northern and central counties have been unusual with quality never excelled.—G.

IOWA.

Shiopley, Ia., Oct. 4.—Oats yield good; badly stained; corn will be soft at best; not much wheat grown here.—Shiopley Grain Co.

Des Moines, Ia., Oct. 5.—Heavy frost this morning in all parts of state with freezing temperatures in many central and northern localities.—Iowa Section, Weather Bureau, Dept. of Agri.

Des Moines, Ia., Oct. 4.—Corn made rapid progress toward maturity; only 23% safe from frost on Oct. 1; in southern part about 2/3 safe except have heavy freeze; in northern part much is in roasting ear stage and not far advanced in that; many fields failed to fertilize and have nothing but husks and an embryo cob; rapid progress was made in wheat sowing, plowing and corn cutting during week; grain threshed from stack better quality than from shock.—Iowa Section, Weather Bureau, Dept. of Agri.

KANSAS.

Jetmore, Kan., Sept. 28.—Have large crop of corn and barley.—M. W. Peterson.

Lake City, Kan., Oct. 1.—Prospect good except have had too much rain.—Clarence Martin.

Coffeyville, Kan., Sept. 27.—Crops badly damaged.—B. Strong Grain & Coal Co., Wichita.

Oskaloosa, Kan., Sept. 28.—Wheat made 10 bus.; quality poor; corn good; out of frost danger; wheat acreage sown same as last year.—L. H. Kimmel.

Montezuma, Kan., Oct. 1.—Wheat nearly all grading Nos. 3 and 4; smutting and in bad condition; no oats; some barley; good corn crop; rained 3 days this week.—M. J. Long, Morton Grain Co.

Albert, Kan., Sept. 28.—Wheat made from 4 to 18 bus.; quality poor; corn fine; out of frost danger; kafir poor account too much rain; wheat seeding just commenced.—H. R. Arnold.

Ford, Kan., Sept. 25.—Wheat about 60% good quality; corn best ever grown; out of frost danger; kafir corn good; will be out

of frost danger in 2 weeks. This condition prevails west to Plains on C. R. I. & P.—J. B. McClure Grain Co.

Kingsdown, Kan., Oct. 4.—Heavy rains have put ground in fine shape for fall seeding; farmers busy sowing; acreage not as large as last year; wheat not threshed is becoming badly damaged in stack.—W. W. Gibbons, mgr. Kingsdown Co-operative Equity Exchange.

MICHIGAN.

Alma, Mich., Oct. 8.—Farmers planting wheat; acreage will be short.—Alma Grain & Lumber Co.

Michigan, Oct. 2.—Bean crop damaged to extent of \$8,000,000 account wet weather; will be about 30 to 35% normal crop.—Prof. V. M. Shoesmith, Michigan Agri. College.

Lansing, Mich., Oct. 7.—Estimated wheat yield 20.18 bus.; acreage this fall compared with last year 94%; rye acreage 96% of last year; estimated yield barley 28.12 bus.; oats 39.72 bus.; corn 27.77 bus.; beans 9.44. The estimated yield of the beans, corn and potatoes is 26, 15 and 22% respectively, below the 10 years' average from 1905 to 1914, inclusive. About 73% of our crop correspondents in the southern counties complain of severe damage to corn and beans by cold weather, excessive moisture and blight and 80% of correspondents in the central and northern counties and Upper Peninsula, report corn and beans badly injured by rain and frost.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Reading, Minn., Oct. 4.—Oats in shock making from 35 to 50 bus.—Joe Derivan, mgr. Moreland & Shuttleworth.

St. Peter, Minn., Oct. 8.—Our large corn crop has been hurt by frost Oct. 4; will be large amount of soft corn.—E. J. Matteson.

Marna, Minn., Sept. 21.—Small grain good; wheat making from 15 to 28 bus.; oats 50 to 70 bus.; barley 30 to 50 bus.; large acreage of corn in, but do not expect over 1/3 crop as it needs 3 weeks more to mature; had heavy frost Sept. 20 but cannot estimate damage to it.—J. M. Brown, agt. Western Elvtr. Co.

MISSOURI.

Kansas City, Mo., Sept. 27.—Crop conditions poor in this territory.—B. Strong Grain & Coal Co., Wichita, Kan.

MONTANA.

Savage, Mont., Oct. 5.—Wheat quality and quantity good; week's rain making grain damp which will affect grading.—E. F. Holloran, Fairview.

Manhattan, Mont., Oct. 7.—Winter wheat yielding 25 to 50% more than 1914; reports of 100% increase over last year are common; grading good.—Willis H. Clark.

NEBRASKA.

Crofton, Neb., Oct. 5.—Had light frost last night; will do good in checking growth of corn.—Ruden & McEwing.

NORTH DAKOTA.

Chaseley, N. D., Oct. 2.—Crops good.—F. M. Cook.

Thompson, N. D., Oct. 4.—Crop good; some frosted grain.—Farmers Elvtr. Co.

Shields, N. D., Oct. 5.—Grain starting to sprout, especially that in shock.—Christ Neuman.

Litchville, N. D., Oct. 5.—Crops fine in this territory.—J. E. Duncan, agt. Amenla Elvtr. Co.

Werner, N. D., Oct. 6.—Wheat averaging about 20 bus.; oats 60 bus.; barley 40 bus.—Chas. E. Mutschler.

Osnabrock, N. D., Oct. 6.—Grain being damaged by wet weather; rain and light snow flurries today.—E. E. Amerman.

Revere, N. D., Oct. 4.—Crops unusually heavy in this locality; wheat averages 25 bus.; other grain accordingly; quality good. A. H. Nelson.

Prosper, N. D., Oct. 2.—Crops light in this locality owing to heavy frost in June and excessive rains during season; wheat making about 8 bus.—C. H. Hancock, agt. Equity Elvtr. & Trading Co.

Alfred, N. D., Oct. 1.—Have had rain past 10 days; all grain in bad condition; clear today; grain was also hit hard by rust; all wheat grading Nos. 3, 4 and rejected.—Frank Boldt, mgr. Alfred Elvtr. Co.

Kloses siding (Jamestown p. o.), N. D., Oct. 5.—Marquis wheat good; blue stem poor account black rust; some flax badly frosted; farmers will not get much plowing done account late threshing; less than 60% as much done as this time last year.—J. R. Merrill, agt. Star Elvtr. Co.

OHIO.

Ohio, Oct. 5.—Corn down badly; elvtr. men predict worst crop in years to handle; very hard rains in central part of state doing heavy damage to corn.—G.

Columbus, O., Oct. 7.—Estimated wheat acreage harvested, 1,827,281 acres; yield

per acre, 20 bus., compared with 18 bus. for last year; total estimated yield, 36,030,238 bus.; quality 86%, compared with 98% last year; oats acreage, 1,327,242 acres; yield per acre, 42 bus.; total estimated yield, 55,752,846 bus.; quality 89%; barley acreage 19,193 acres; yield 30 bus.; total estimated yield 569,736 bus.; quality 82%; rye acreage, 134,789 acres; yield 17 bus.; total estimated yield 569,736 bus.; quality 82%; rye acreage 134,789 acres; yield 17 bus.; total estimate yield 2,218,388 bus.; quality 88%; corn condition 96%; estimated yield compared with last year 97%.—State Board of Agri.

SOUTH DAKOTA.

Elrod, S. D., Sept. 23.—No winter wheat grown here; about 50% will be plowed this fall; about 30% was sown to oats and corn; rest sown to wheat.—Anderson & Cochrane.

WYOMING.

Worland, Wyo., Sept. 28.—Winter wheat not planted yet; rain has put ground in fine condition for seeding; will be considerable acreage of winter emmer grown under contract.—B. C. Buffum, Emmer Products Co.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for December delivery for the month of September and part of October are given on the chart herewith.

Government Crop Report.

Washington, Oct. 7.—The Crop Estimating Board of the U. S. Dept. of Agriculture reports the condition of rye on Oct. 1 as promising a yield of 44,197,000 bus., against 42,779,000 a year ago. The acreage was 2,594,000, or 102.1% of that of 1914.

Rice showed a condition on Sept. Oct. 1 of 80.9%, against a 10-year average of 86.5 and the yield per acre was 32.2 bus. on 815,000 acres, against 34.1 bus. in 1914. The acreage this year increased 17.5%. The total yield this year is estimated at 26,251,000 bus., against 23,649,000 in 1914.

Hay promises 81,000,000 tons of tame and 20,000,000 tons of wild hay, against 88,686,000 tons of both last year.

Details for important crops in the principal states follow, 000 omitted:

OATS.

State	1915	10-year Average	1915	1914
N. Y.	40.0	31.5	54,080	40,162
Penn.	38.0	30.2	43,624	32,190
Ohio	41.0	32.4	69,003	50,325
Ind.	40.0	29.0	65,520	44,888
Ill.	45.0	31.2	195,435	125,990
Mich.	42.0	30.8	64,260	50,752
Wis.	47.0	32.5	109,181	62,100
Minn.	43.0	30.8	133,343	85,120
Iowa	40.5	31.9	200,475	165,000
Mo.	28.0	24.2	30,888	25,800
N. D.	39.5	27.7	92,470	64,904
S. D.	42.0	27.1	68,124	44,165
Neb.	32.0	25.3	69,600	69,600
Kan.	28.0	24.9	44,382	58,960
U. S.	37.8	29.6	1,517,478	1,141,060

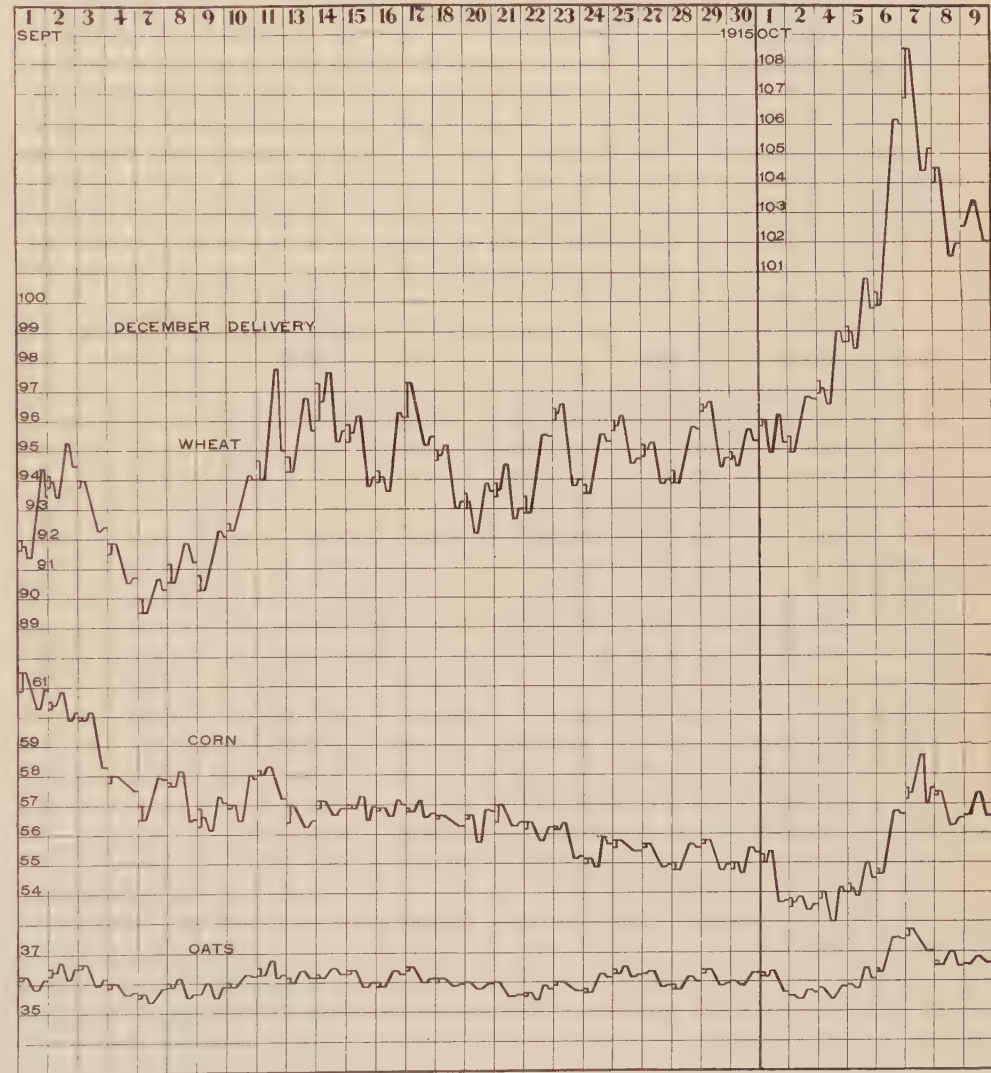
SPRING WHEAT.

State	1915	1914
Minn.	17.0	13.5
N. D.	17.5	11.5
S. D.	16.5	11.4
Wash.	22.0	19.6
U. S.	17.9	13.3

CORN.

State	Oct. 1	av.	1915	1914
Pa.	85	84	63,600	62,178
Va.	94	83	61,900	39,380
N. C.	86	83	59,200	57,550
Ga.	83	86	64,100	56,000
Ohio	88	86	154,300	142,715
Ind.	87	85	197,600	163,317
Ill.	81	80	372,400	300,034
Mich.	74	83	53,700	63,000
Wis.	54	86	40,400	69,862
Minn.	50	87	50,600	91,000
Iowa	63	82	288,900	389,424
Mo.	79	75	217,300	158,400
S. D.	70	82	76,400	78,000
Neb.	85	72	212,900	173,950
Kan.	91	61	165,200	108,225
Ky.	90	83	119,100	91,250
Tenn.	86	82	94,700	80,400
Ala.	85	83	69,900	55,488
Miss.	77	80	65,000	58,275
La.	82	79	50,600	38,600
Tex.	81	70	175,900	124,800
Okla.	84	59	125,900	50,000
Ark.	93	76	61,400	42,000
U. S.	79.7	78.0	3,026,159	2,672,804

LABOR is said to be so light supply in Maryland farming communities, and the corn crop so heavy, that harvest work is carried on most of the night, the hands catching a little sleep before breakfast.



Daily Closing Prices.

The closing prices for wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

	Sept. 25	Sept. 27	Sept. 28	Sept. 29	Sept. 30	Oct. 1	Oct. 2	Oct. 4	Oct. 5	Oct. 6	Oct. 7	Oct. 8	Oct. 9
DECEMBER WHEAT.													
Chicago	94½	95½	95½	94½	95½	95½	96½	98½	99¾	106	105½	101½	102
Minneapolis ...	91½	91½	92½	91½	92½	91½	92½	94½	94½	103½	99½	96½	96½
**Duluth	96½	95½	96½	96	97½	91¾	93	94½	95½	102½	99½	96½	96½
St. Louis	97	96½	97½	96½	97½	97	98½	99¾	101½	107	106	103½	103½
Kansas City ...	92½	91½	92½	92	92½	92½	93½	95½	96	102½	101½	98	98½
Milwaukee	94½	95½	95½	94½	95½	95½	96½	98½	99¾	106	105½	101½	102
Toledo	106½	106½	107½	107½	107	107	108½	110½	112½	119	117	113½	114
*Baltimore	113½	113	114½	113½	114	113	113½	114½	115	118½	117½	114½	114½
Winnipeg	88	88½	88½	88½	89½	88½	89	90	91	96	93½	90½	90½

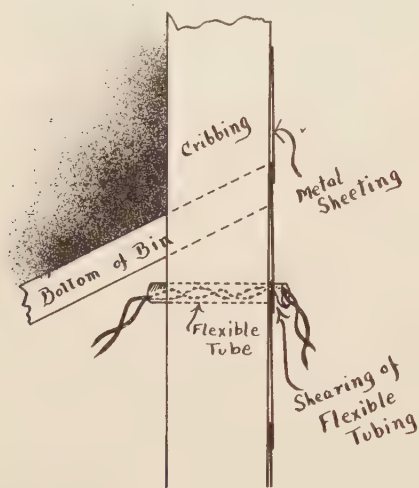
DECEMBER CORN.

	Sept. 25	Sept. 27	Sept. 28	Sept. 29	Sept. 30	Oct. 1	Oct. 2	Oct. 4	Oct. 5	Oct. 6	Oct. 7	Oct. 8	Oct. 9
Chicago	55½	54½	55½	54½	55½	53½	54	54½	56½	57½	56½	55½	55½
Kansas City ...	52	51½	52½	51½	51½	50½	50½	50½	52½	52½	51½	52½	52½
St. Louis	53½	52½	53½	52½	53	51½	51½	51½	54	54½	53½	54	54

*September delivery to Oct. 1, then October. **September delivery to Oct. 1, then December.

Electrocuted by Current from Elevator Siding.

The accidental electrocution of a workman employed by the Gladwin Elevator Co., Gladwin, Mich., was recently reported in the Journal. The man had leaned against the iron sheeting of the building, and standing upon wet grass formed a contact with the ground, the



Electric Wires Cut by Elevator Siding.

siding being charged with electric current. Additional details were not obtainable from the early reports of the accident, for which reason S. M. Dean, electrical engineer, made a thoro investigation on the scene of the accident, reporting his findings to the Mutual Fire Prevention Bureau.

The iron sheeting on the west side of the elevator, which is a two story plant, Mr. Dean says came down close to the ground, and the lighting wires were brot into the building thru flexible tubing passing thru the cribbing below the hoppers of the bin. From that point the wires entered the cabinet.

When the bins were loaded with grain they settled, causing the sheeting to creep upward. In doing so the metal sheared thru the tubing and wires leading into the building. The transformers which feed the building have a set of secondaries running in opposite directions, and on the day of the accident these became crossed with the primary wires, which carried the primary current into the sheeting of the elevator. As soon as the workman touched the metal, standing on damp ground, he received not only the voltage necessary to light the plant, but that from the primary wires as well.

The charge in the sheeting was so great that several small fires were started, at the bottom of the iron-cladding, which might have completely destroyed the property had they not been discovered immediately. Mr. Dean's report says that if the transformer secondaries had been properly grounded with wire as large as the secondary wire the accident could not have occurred, or were the four corners of the iron-cladding grounded the current would have passed on into the ground without serious results. It is recommended that where cribbed iron-clad elevators are constructed the lighting wires should enter the building thru iron conduits to prevent the sheeting from shearing into the wires if the plant settles. The lack of proper grounding for transformer secondaries in a plant such as this, constitutes a very definite fire hazard and one for which the insurance companies promise to be on the lookout in the future.

Car Condition Reports at Chicago.

Physical inspection of incoming grain cars in the outlying yards of all principal western carriers has been promised shippers by the Chicago Board of Trade. The work of making inspections will be supervised by H. A. Foss, head of the weighing and custodian dep'ts, and a new dep't will be instituted to make car inspections.

The reason for restricting the physical inspections to the large western railroads is largely because those roads are the only ones over which a considerable quantity of grain is brought into the city. And obviously, the expense of making the inspection is materially reduced when the number of cars arriving in these yards is reasonably large and is unusually high when the number of cars arriving in any particular yard is small. As some of the roads bring in only about 300 cars per year it would be impossible to retain an inspector for that yard unless the fee charged the shippers was made exorbitant.

Mr. Foss believes the cost of these inspections should not exceed 25c per car. His dep't has spent considerable time and money investigating and experimenting along this line of work on several of the railroads. Men have been retained at three of the principal yards for the last seven weeks, reporting to Mr. Foss daily. From these reports Mr. Foss learned that physical inspection was needed to a larger extent than was generally supposed, and he placed the data he secured, together with his conclusions, before the Board of Trade directors.

This service will be of benefit to the railroad companies thru the prompt stopping of leaks and the reduction in the amount of claims. The railroads are co-operating with the Board in reducing the loss from this source, and even go so far as, when the train crew's attention has been called to a leaking car, to break the long train being switched, in order

to set out the leaking car and to cooper the leak immediately.

At the last meeting of that board, held on Tuesday, Oct. 5, it was decided to adopt car inspection, and the details of organization now rest with the Weighing Dep't.

FOREIGN NEWS reveals them as needing vastly more wheat than they have told. Even Broomhall finds this out now that the Allies have placed their loan. His former figures are proven 100 millions too low. Native crops are turning out away below estimates and the quality has been hit by excessive rains. Europe, safe in the belief that her native offerings would prove ample, has permitted her supplies to run low and now finds herself obliged to turn elsewhere to fill her needs.—W. H. Perrine & Co.

A New Iowa Transfer Elevator.

The new transfer elevator of the Kuehl-Lammers Grain & Coal Co., located at Cedar Rapids, in the heart of Iowa's fertile grain territory, is an up-to-date house of 100,000 bus. capacity.

The plant comprises 24 bins, track and hopper scales, and a complete dust collecting system, with dust house adjacent. The whole plant, including the dust house, is electrically lighted. Purifiers, cleaning machines and a manlift are also included in the list of equipment.

Power is furnished by a steam plant of 150 h. p., housed in a detached building of fireproof brick construction, thus reducing the insurance premiums sufficiently to pay the difference, in a few years, between the cost of building as built, and a cheaper but unattached fire trap.

The elevator, dust house and track shed have also been covered with heavy corrugated iron.



New Transfer Elevator of Kuehl-Lammers Grain Co., at Cedar Rapids, Ia.

Oats Burned Black in Bin

The glistening black mass shown in the engraving is not a sample of large egg size anthracite coal. It is a sample of oats taken from the center of a large bin of oats in an Illinois grain elevator, which had been badly bin burned.

The oats were wet when taken into store in the summer of 1914 and had been held without turning over until shipped out in May, 1915.

Two bins contained 40,000 bus. of oats, of which 8,000 bus. were burned. In the middle of the bin the oats were burned coal black, while the oats at the sides were of No. 1 quality. Their condition was first discovered when the proprietor undertook to load out the grain. The burned grain would not run and it became necessary to chop it loose.

Having burned out, the oats were perfectly cool and dry as a bone. So dense and overpowering was the dust arising that the men loading it out had to work in relays. Two of the men became very ill from eating too much of the dust stirred up when breaking up the burned oats. The grain had a sickening, sweetish odor. When rubbed in the palm of the hand the hulls came off the kernels, which broke down into a brittle powder.

Mixed together and run into cars the good, bad and indifferent grain was nearly all shipped to Chicago, where it sold at 26 to 34 cents, or 5 cents under the price of standard oats, realizing approximately \$12,000 for the contents of the two bins.

Fire insurance underwriters might be led to believe that damp grain stored in bulk and becoming heated would be likely to cause fire and the destruction of the building housing the grain, as it seems impossible for grain to burn so black without having reached a temperature of ignition. That fire is not caused by the heating of the grain is due to the presence of moisture which has a double effect of cooling the mass by its evaporation and by the steaming vapors keeping off the outer air needed for combustion. For example, fires on board ship are sometimes extinguished in the inaccessible holds by blowing steam into the burning cargo. The necessary moisture to cool the grain is always present, as it is the initial moisture that causes the heating of the grain to begin with.

Moisture, heat and the heavy pressure of the bin full of grain have a magical effect in changing the composition of the grain. All grain contains starch, and under the influence of the moisture and heat this becomes converted into dextrine, much as in the glucose factories corn starch is made into grape sugar solely by the action of extremely dilute acid under heat and pressure. Under pressure the decomposing grain becomes hard as rock, flaxseed becoming about the hardest. The vegetable fibers seem to bind the mass together. It is impossible to break flaxseed salvage with an ax, or to divide the big lumps into small pieces. They can only be reduced by grinding. Oats when burned black will be eaten by sheep only.

Frank Marshall, of Chicago, who has had a lifetime of experience in handling damaged grain, states that heating grain has never been known to start a fire. A spark or some outside source of ignition has always seemed necessary, as in the case of dust explosions. It is the large moisture content that makes it necessary to turn the oats, as Mr. Marshall has stored oats in the fall fresh from the August harvest until May and taken them out in perfect condition. He knew he could do so safely because the moisture content was only 9.6%. Burned samples of oats are no rarity, as they are found in every year when the season of harvest has been wet and the management of the elevators has been shiftless, neglecting to turn the oats. As the oats are hot when turned the moisture leaves them rapidly. Mr. Marshall refutes the fallacy that oats heating should be left alone in order not to become discolored.

ERROR in transmission of a grain code message is reported to have caused a suit against the Western Union Telegraph Co. by an Iowa elevator concern. The changing of the suffix of one word changed the meaning of the message from an offer to sell 5,000 bus. to an offer of 10,000 bushels.

CONDITION of the cotton crop, as reported by the United States Dept't of Agriculture on Sept. 25 was 60.8% of normal; compared with 69.2% on Aug. 25 and 73.5% on Sept. 25, 1914. Indications are for a total of 10,950,000 bales of 500 pounds, compared with 16,135,000 bales last year.

Distribution of Cars.

Whenever a big crop is to be moved, the railroad companies always experience difficulty in supplying sufficient cars to meet the needs of all wud-be grain shippers. This results in trouble for the railroad and much feeling among shippers. Elevator owners have always maintained that inasmuch as they provided facilities for the storing and rapid loading of grain, they were clearly entitled to much more consideration when cars were scarce than the scooper who depends entirely upon prospective or promised deliveries by farmers.

Some railroads have had the temerity to refuse to give cars to any would-be shipper, unless he had the grain in carload lots in sight, ready for loading into the cars. This, of course, in a measure afforded the relief needed by the elevator man whose house was so full he could not buy any more grain.

The North Dakota Railroad Commission, which was recently appealed to in the matter of distribution of cars, has made a very sane ruling in the matter, which should help to secure relief for the elevator man whose house is so full of grain he cannot buy more. It is as follows:

In reply to complaints of car shortage the North Dakota Railroad Commission has recently stated that it is not necessary for the grain to be actually on the right of way, but if a person desiring to ship freight he must be prepared to load the cars demanded by him within the 48-hour limit after they are placed for loading, and it is not sufficient for him to have stored at a distant place, or contracted for delivery at indeterminate times, an indefinite amount of grain. The commission feels that the owner of an elevator who has his elevator full and must ship out grain to make room for further purchases, should receive attention primarily and that as between different elevators, with different capacities or with different amounts of grain in the elevators, the cars should be apportioned according to their respective amounts of grain tendered for shipment. The commission thinks that the proper basis is the actual freight which the shipper can demonstrate to the agent is being held for no other reason than the lack of cars, and it is insufficient for him to demand cars upon an indefinite and unsubstantial claim that he has a certain amount of wheat which is not within immediate reach.

Sec. 4722 of the North Dakota Statutes provides that when any railroad company doing business in this state shall be unable from any reasonable cause to furnish cars at any railway station or sidetrack in accordance with the demands made by all persons demanding cars at such station or sidetrack for the shipment of freight in carload lots, such cars as are furnished shall be divided daily equally among the applicants in the order of their application until each shall have received one car, when the remainder shall be divided ratably among the several shippers in the proportion that the carload lots of freight offered by each bear to the entire number of carload lots of freight offered at such station or sidetrack on that day; provided, that every application made in good faith on an earlier day shall be filled before supplying any to any applicant of a succeeding day.

THE CANADIAN Grain Growers Ass'n has sent a delegation of its members from Winnipeg to try to induce the premier of Canada to remove the import duty on wheat.

BEAN ANTHRACNOSE, its causes and results, are covered by the Colorado Agricultural College in a recent circular. While the disease is principally of the pod, the fungus penetrates to the beans, which may become discolored or spotted. To overcome the disease seed should be selected from healthy pods. If signs of anthracnose appear early in the season spraying with Bordeaux mixture, 3-3-50 formula is effective. Other remedies are the burning of infected material and the rotation of crops.



Oats Burned Black in Elevator Bin.

A New Grain Sampler

An effective grain mixer or sampling device has just been completed by E. G. Boerner, assistant in grain standardization, United States Dep't of Agriculture. The contrivance is best adapted for use with grain and seeds, but will also mix other materials, including feed and flour.

It is possible with the aid of the new sampler to obtain, first an accurate sample and then divide that sample so that half may be used for testing or grading and the balance turned over to the sample table on an exchange floor. The principle upon which the device is operated is gravity, the material to be tested entering thru a funnel shaped hopper at the top, and after a thoro mixing, being spouted out at the bottom into waiting sample pans or other receptacles.

The receiving hopper, as shown in Fig. 1, is held in position above a cone, marked D. The cone is provided at its base with a series of separated ducts uniform distances apart. The ducts may be either an integral part of the cone or they may be adjusted by clamps or other means. A second funnel, larger than the hopper, is adjusted under the cone and ducts, the ducts constituting a passageway from the exterior of the cone to the interior of the funnel.

A third funnel, larger than either of the other two, encloses the funnel which is set directly under the cone. The opening of the last mentioned funnel partly circumscribes the cone, and its sides extend upward so that its larger opening is midway between the top and bottom of the cone.

The outside funnel is a sufficient distance from the one which it encloses to allow material to pass freely between the two and the spaces between the ducts, shown in Figs. 1 and 2, provide unobstructed passageways from the surface of the cone to the interior of the outside funnel. Spaces between the ducts, below the base of the cone, are closed to prevent any material while passing thru, to bound into the inner funnel. These closed spaces are shown as V in Fig. 1.

Three supports hold the device in a fixed position, as shown in the engraving, Fig. 3. The hopper is also held in posi-

tion by three supports riveted to the inside rim of the largest funnel. It must be so placed that the peak of the cone is directly under the center of the hopper opening to insure an even spread of the grain over the cone's surface. A shield, C, Fig. 1, prevents the material from bounding off the cone when it is released from the hopper, and the valves, B, pro-

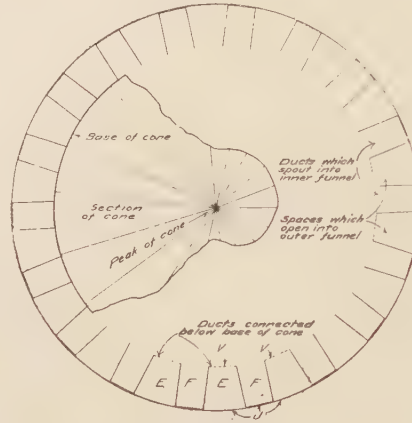


Fig. 2. Cross Section of Sampling Device at Base of Cone.

vides a shut off while the hopper is being filled.

For sampling grain it is recommended that the device be constructed of brass or zinc, as these metals are fairly rust resistant. When the hopper has been filled with material the valve should be opened, permitting the grain to fall upon the peak of the cone in a circular column, which is spread out by gravity over the surface. That material which enters the ducts falls into the inner funnel and that which enters the spaces between the ducts falls into the outer funnel, the two lots being deposited in separate receptacles at the base of the funnels, as shown in Figs. 1 and 3.

As the spaces between the ducts is exactly equal to the width of the ducts it naturally follows that equal parts of grain enter both funnels and consequently both receptacles. When it is required to obtain a smaller part of the original amount than one-half it is necessary only to return the contents of one pan to the hopper. This will place in the pan the second time a fourth of the original amount, or at the next operation an eighth.

If it is desired to obtain a small sample from a very large quantity of material, as for instance the sampling of a carload or cargo of grain while it is being loaded or discharged, the spaces between the ducts can be widened so that any fraction of the material entering the hopper can be made to pass into the ducts and the inner funnel. By superimposing several devices one above the other, the portion taken out by the ducts in each device will reduce the original material very rapidly, and according to Mr. Boerner, to any size required.

The device would also be valuable where it is necessary to blend two varieties of wheat or other grain. Where this is done it is necessary only to spout the two grains into the hopper of the device and then join the two streams emanating from the bottom before they enter the conveyor or rolls of a mill. Application has been made for patent on the sampling device, and if this is obtained it will be donated by the inventor to the people of the United States.

Advise Carrier of Damp Wheat.

The recovery of damages for deterioration of damp wheat while in transit, is the subject of a bulletin recently issued by the traffic bureau of the St. Louis Merchants Exchange. To guard against unnecessary delay on the part of the railroad shippers are advised to inform the carrier that expedited service is essential.

Charles Rippin, traffic commissioner of the Bureau, says that in order to protect his legal rights, should the damp wheat be damaged by unnecessary delay, a shipper must give the railroad notice either on the B/L, shipping ticket or by letter, of the condition of the wheat shipped, with the request for prompt service. If such notice is not served on the railroad the presumption is admissible that "ordinary" service is sufficient.

The following form is suggested by Mr. Rippin for use of dealers shipping damp grain:

"Railroad: On account of condition of this grain it is highly important that the quickest possible transportation service should be rendered to destination."

If this notation is served on the railroad company in the form of a letter it is necessary that a receipt be obtained for the letter. This can best be accomplished by making a carbon copy of the communication and requesting the carrier's agent to sign it.

WHEAT 34 years old has just been threshed in South Lincolnshire, England, and made into exceptionally good bread. The wheat was grown and harvested in 1881 by a farmer who swore he would not have it threshed until wheat reached a certain price.

RULES permit delivery of velvet chaff with dockage. That is the way the Northwest handles it. They estimate the loss. This is all wrong. Farmers and grain shippers should get the actual results after cleaning. Minnesota and Illinois state inspection should progress. Change the system. Toledo cleans the grain and gives the actual results. Chicago should change their rules and not permit delivery until after it is cleaned. Fix it now for the future.—C. A. King & Co.

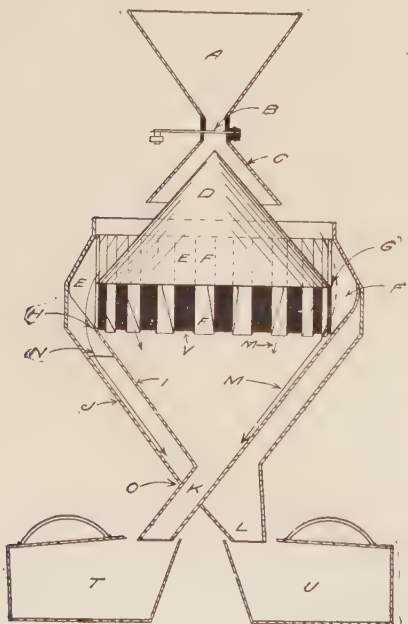


Fig. 1. Vertical Cross Section of the Sampling Device.



Fig. 3. Side View of Sampling Device. After Boerner, Office of Grain Standardization, U. S. Dept. of Agriculture.

New Elevator for New Orleans.

In the development of the port the city of New Orleans is not leaving the provision of facilities to private enterprise. The public has taken over the docks on the river and is erecting warehouses and an elevator, connected with all railroads by the New Orleans Public Belt Railroad, also operated by the Board of Commissioners of the Port of New Orleans. The purpose is to provide adequate facilities and to make the cost of handling commodities thru the port so

reasonable that traffic will be attracted to New Orleans.

In laying the foundation for what they hope will be one of the greatest shipping ports in the world the Commissioners have planned comprehensively and availed themselves of the best engineering skill. The cotton warehouses designed by the engineers, Ford, Bacon & Davis, possess novel improvements and are models of perfection. In designing the new grain elevator the Commissioners have wisely called upon the grain trade for sugges-

tions and the Board of Trade appointed a special com'te which has rendered material service to the engineers.

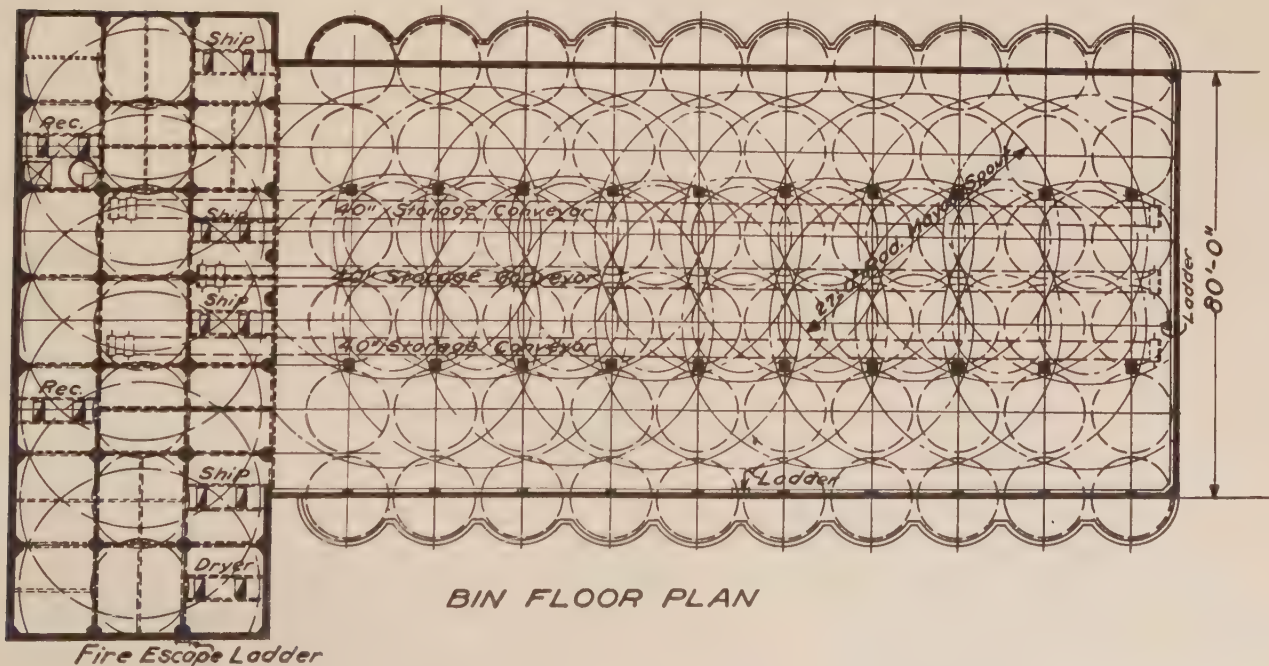
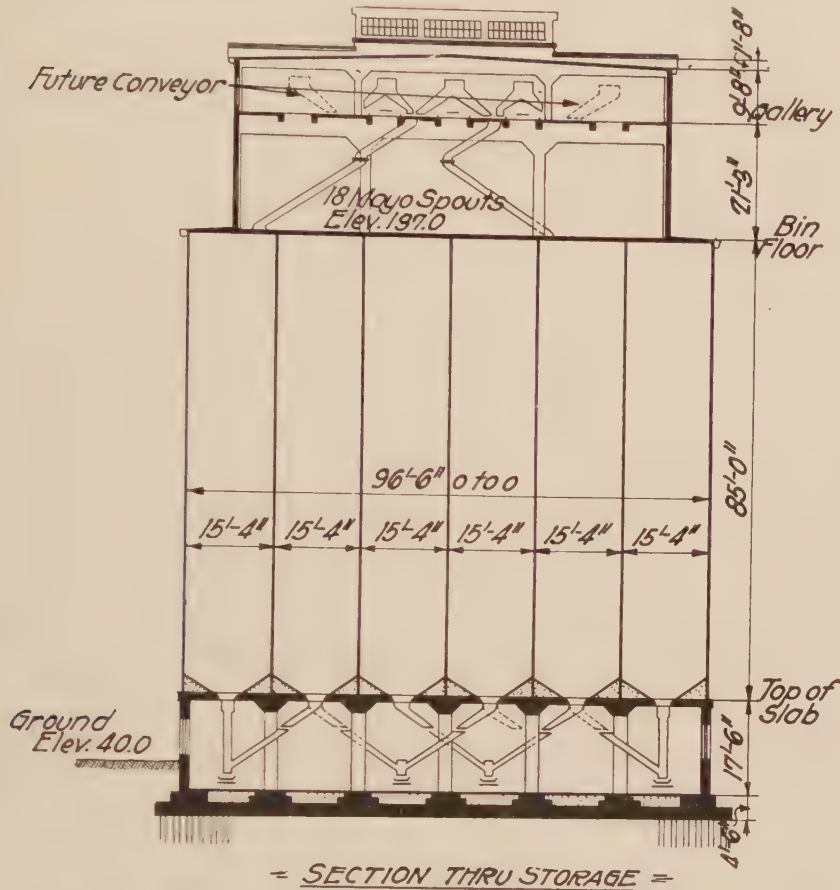
The late A. F. Leonhardt, who was a member of this com'te said, "There are four large railroad systems entering New Orleans which have no elevator facilities, and yet, thru their connections, should be grain lines and all of these have to use the Illinois Central Elevators at Stuyvesant Docks or the Texas & Pacific Elevators at Westwego."

The new elevator will be situated on the river front at the head of Bellecasse Street, approximately 1000 ft. west of the cotton warehouses. As a site for the elevator the Commissioners have acquired 70 acres of land to provide ample grain handling trackage. As an improvement over the stub end yards the cars after passing the track shed will be hauled right thru into the main yards.

The plant will comprise a cluster of 60 storage bins, working house, drier house, track shed, boiler house, marine tower, dock gallery and shipping conveyor gallery, all but the galleries being of reinforced concrete construction. The galleries will be of structural steel with book tile roof and floor, making the entire plant fireproof.

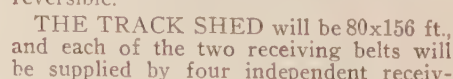
THE STORAGE TANKS are raised to give head room of 17 ft. 6 ins. from the bottom of the bins to the basement floor, which is well lighted and ventilated, the space permitting the use of turnheads under the bins, allowing the grain from 48 bins to be delivered on one of the shipping conveyors, of which there are four, each with a capacity of 20,000 to 25,000 bus.

On the cupola bin floor will be three 40-inch storage belts and a system of Mayo Spouts, enabling the center belt to deliver grain to all of the 105 bins. The circular tanks will have a capacity of 12,100 bus. each and the 45 interstice bins a capacity of 2,690 bus. each, making the total storage capacity of the tanks 847,000 bus., to which should be added the capacity of the working house, 175,000 bus., or a total of 1,022,000 bus. The tanks will have an inside diameter of 15 ft. 4 ins., the interstices are 7 ft. across, and the cluster of tanks is 96 ft. 6 ins. wide and 160 ft. 6 ins. long, with a depth of 85 ft. each.



Cross Section and Bin Floor Plan of New Elevator at New Orleans, La. [See pages 520 and 521 for Description.]

vator legs having 40-inch belts on which will be a double row of 8x8x18 inch buckets discharging into 3,000-bu. concrete garners. The hopper scales located immediately below the garners will discharge



First Floor Plan of New Elevator at New Orleans. [For Description see pages 519 and 521.]

ing pits, their discharge on the belt being controlled by levers that make it impossible to mix the contents of different cars. The belts will be 40 inches wide and will carry 20,000 to 25,000 bus. per hour.

Before setting in over the grain pits cars will be allowed to stand in a drip shed 80x83 ft. while the water runs off.

Tracks in the shed will have a down grade so that the empties will run by gravity out into the yards. At one end of the shed will be a 4-drum car puller with sufficient power to move an entire train of loaded cars.

A drier building not shown in the plans will be situated at the end of the working house containing the drier elevating leg, and will contain two driers with a capacity of about 1,000 bus. per hour each. These will be supplied by the Strong-Scott Mfg. Co., and will be of the Morris construction.

Automatic bagging scales will be placed in the marine tower and in the elevator on the first floor of the working house. Ample fire protection, signalling system and intercommunicating telephones will be installed.

The engravings show general cross section, first floor plan, bin floor plan and section thru storage tanks.

CANADIAN HARD red spring wheat was awarded the two highest prizes at the International Soils Products Exposition held at Denver, Colo., Sept. 30. Third place was given to a Colorado grower.

Department Ruling on Barley Mixed Oats.

One of the members of the delegation calling on the Buro of Chemistry at Washington some time ago to confer on sulfured oats, has since written Dr. Alsberg, chief of the Buro, for an amplification of the department's ruling on adulteration, and in reply Dr. Alsberg affirmed the consistent attitude of the Department of Agriculture against adulteration by the ADDITION of matter such as barley or weed seeds not naturally found growing with the particular sample in question.

A natural sample of oats may contain barley; but the grain dealer who artificially by mixing prepares an exact imitation of the natural harvest is guilty of adulteration under the pure food and drugs act. Dr. Alsberg writes:

The department is of the opinion that a product which enters interstate commerce under the designation "oats" is adulterated and misbranded under the provisions of the Food and Drugs Act if such product contains any added barley whatsoever. For information relative to labeling such mixtures we respectfully refer you to Notice No. 123 in our thirteenth issue of chemistry service and regulatory announcements.

If a product which is shipped in interstate commerce under the designation "oats" contains not over 5 per cent of

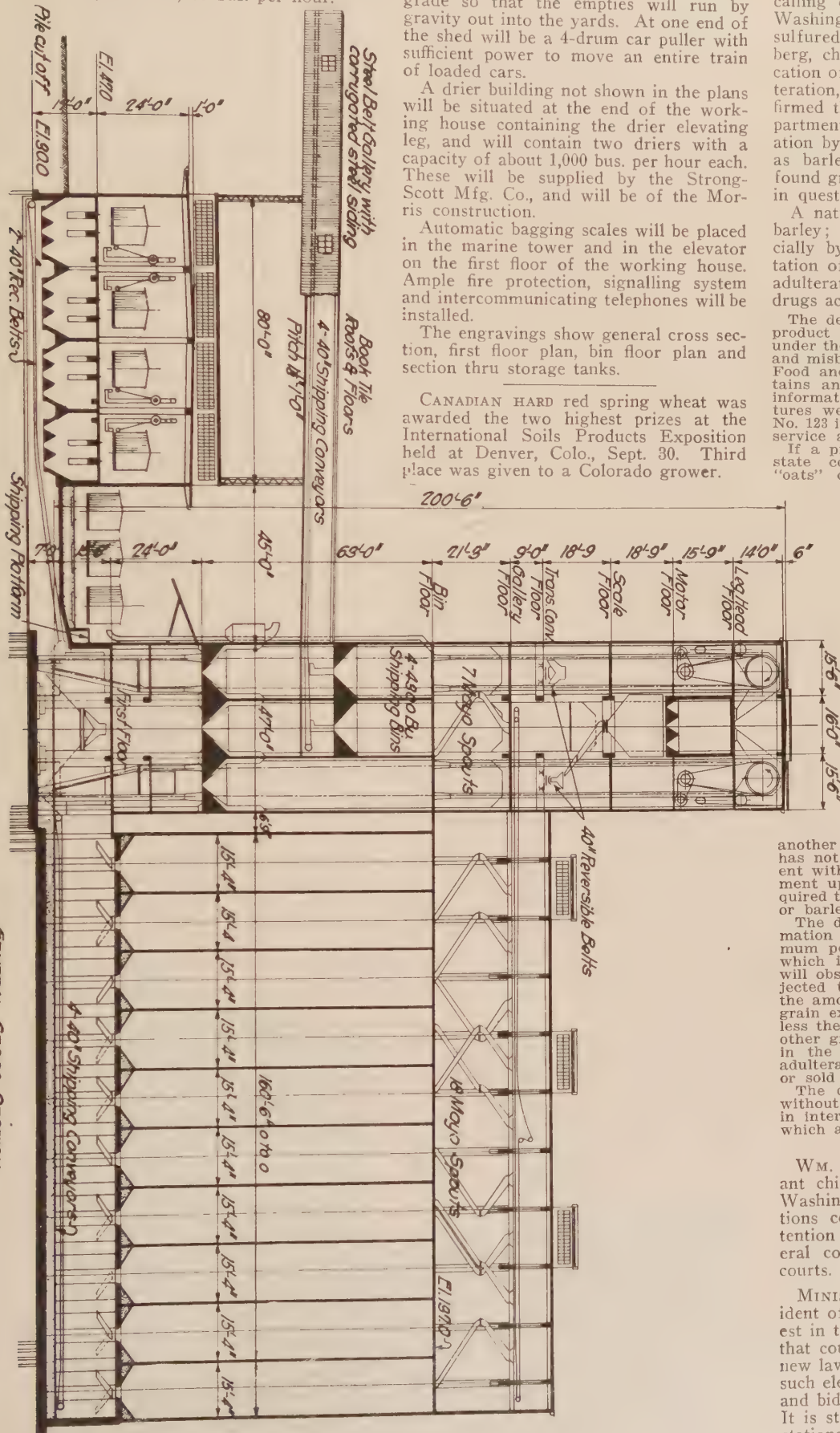
another grain, for example, barley, which has not been added, but which was present with the oats in the field, the department up to the present time has not required that such a mixture be labeled "oats or barley."

The department has not sufficient information to enable it to fix a definite maximum percentage of barley or other grain which is naturally present in oats. You will observe, however, that it has not objected to the presence of other grain in the amounts permitted by the rules of the grain exchanges stated in your letter, unless the "other grain" was added. When other grain is added to oats, the mixture, in the opinion of the bureau is clearly adulterated and misbranded if it is labeled or sold merely as "oats."

The department, as you are aware, is without authority to permit the shipment in interstate or foreign commerce of oats which are adulterated or misbranded.

WM. P. JONES has been appointed assistant chief of the Buro of Chemistry at Washington, to consider the legal questions continually coming before the attention of the Buro. He will act as general counsel in all the cases taken to courts.

MINISTER OF AGRICULTURE and the president of Argentina are evidently in earnest in their desire to handle the grain of that country with a line of elevators. A new law providing for the construction of such elevators will be formulated at once, and bids asked of United States builders. It is still intended to locate the terminal stations at Buenos Aires, Rosario and Bahia Blanca.



Longitudinal Section Plan of New Elevator at New Orleans. [For Description see Pages 519 and 520.]

Feedstuffs

THE ALABAMA Corn Mills Co., Mobile, Ala., will add two 10,000-gallon molasses tanks to its feed plant.

THE ALFALFA Products Co., Minneapolis, Minn., has been incorporated with a capital stock of \$300,000.

THE HELM Alfalfa Milling Co., Helm, Cal., is now manufacturing and shipping alfalfa feed for western consumption.

THE USE of second-hand feed sacks is forbidden in those sections of Illinois where the foot and mouth disease is prevalent.

THE NEW FEED mill of E. J. Sibley, Prophetstown, Ill., has been completed and is now in operation. Capacity is 20 tons per day.

THE UTAH Cereal Co., Ogden, Utah, is contemplating the erection of a large poultry feed mill to utilize the by-products of the main plant.

A LARGE CAPACITY feed mill and concrete elevator are to be erected in the near future by the John T. Gibbons Grain Co., New Orleans, La.

STOCK FOOD made of wood has been invented by Thos. B. Walker of Austin, Tex., as described in "Patents" column, this number of the Journal.

NORTHROP, KING & Co., Minneapolis, Minn., have registered the term Peep o' Day as a trade-mark for their chick meal, claiming use since Apr. 20, 1915.

HORNER & MELDRUM, manufacturers of alfalfa feed at Greenview, Wash., have arranged for the installation of a molasses mixing plant with a capacity of three cars per day.

THE ARCADY Farm Milling Co., Roundout, Ill., is making a number of extensive improvements to its feed milling plant, Sprout, Waldron & Co., supplying the equipment.

SCREENINGS at Minneapolis is scarce as the receipts of wheat are shipped out immediately without going thru the elevators for cleaning. Prices are therefore being maintained.

EDW. J. BUTLER & Co., Chicago, are installing complete equipment in their new plant for the manufacture of an alfalfa molasses feed. Sprout, Waldron & Co. supplied the machinery.

CHAPIN & Co., Hammond, Ind., have registered the words Battle Axe as a trade-mark descriptive of their horse, cattle and stock feeds, claiming use of the term since May 4, 1915.

F. W. BRODE & Co., organized at Memphis, Tenn., in 1875 to deal in cottonseed, has been recently incorporated with \$75,000 capital. Incorporators are J. W., J. L., and B. D. Brode, E. A. Rome and C. W. Fellows.

THE J. LINDSAY Wells Commission Co., Memphis, Tenn., entered a plea of guilty last February when the Dep't of Agriculture alleged the company had adulterated a quantity of cottonseed meal shipped into Indiana. A fine of \$100 and costs was imposed.

M. M. NOWAK, of A. Nowak & Son, feed manufacturers at Buffalo, N. Y., is a candidate for the office of councilman, under the commission plan of government to be effective in Buffalo during 1916. Mr. Nowak is widely known in the grain and feed trades, and his many friends are already predicting his election.

H. M. HOBBIIE Grocery Co., Montgomery, Ala., has registered the word Molalfa as a trade-mark for its mixed molasses and alfalfa feed, claiming use of the word since Jan. 1, 1913.

THE DENVER Alfalfa Milling & Products Co., which recently lost its plant at Wiley, Colo., thru fire, has nearly completed a new mill on the old site. The new mill has double the grinding capacity of the one which was destroyed.

M. C. PETERS MILL Co., Omaha, Neb., has registered the word Rabbit set in bold black type over the design of a mule, as a trade-mark for its mule feed composed of corn, oats, alfalfa and molasses, claiming use since Feb. 17, 1915.

MINNEAPOLIS Chamber of Commerce is considering the amending of its rules to make a carload of bran in bulk mean 40,000 lbs., instead of 30,000, as at present. It is also intended to advance red dog in sacks, from 40,000 to 42,000 lbs.

THE GARDEN CITY Sugar Co., Garden City, Kan., is contemplating the erection of an alfalfa meal mill with a capacity of 50 tons per day. This would permit the company to use its molasses, which is a by-product, to good advantage.

THE CHAS. A. KRAUSE Milling Co., Milwaukee, Wis., manufacturers of feed, is erecting a new warehouse and reservoir, the latter to be of concrete, 80x140 feet. The warehouse will be of steel and corrugated iron, two stories high.

NEW ORLEANS Ass'n of Commerce and others have filed a petition with the Louisiana Railroad Commission asking for lower rates on poultry feed from New Orleans to points on the L. & T. Ry. Claim is made that present rates exceed the commodity rates on stock feed by from two to 10½c.—B.

THE CROWN FEED Co. has been organized at Independence, Kan., by C. J. Ellsworth, who has installed a 90-h. p. engine and grinding machinery. The company will manufacture alfalfa mixed feeds, obtaining most of its hay for the time being from Oklahoma. Mixing machinery will be installed immediately.

CONSTRUCTION WORK has been started on the new plant of the Otto Weiss Alfalfa Stock Feed Co., at Garden City, Kan., and the company has purchased and is operating the Holcomb mill at that city. When the new buildings are completed the plant, it is said, will be the largest in the country devoted to the manufacture of alfalfa feeds.

MISBRANDING of poultry feed was charged by the Government against the Harrison-Johnson Co., Napoleon, O., last December, when the company shipped a quantity of feed into Indiana. It was alleged that the percentage of each ingredient was not exactly as printed, a "crime" which made the feed none the less valuable for poultry. A plea of nolo contendere was entered and the company ordered to pay the cost of proceedings.

THE FEED TRADE has an abundance of ridiculous legislation prohibiting or restricting the sale of nourishing ingredients. Of the 41 states having feed laws Pennsylvania is typical, prohibiting the sale of feeding stuffs which contain screenings, altho an analysis of wheat screenings proves that the by-product contains practically the same amount of food value as wheat. The sale of buckwheat middlings is also prohibited in the state mentioned tho it has been found by experimenting that for milk and butter production buckwheat middlings are the equal of dried brewers' grains.

FOR ALLEGED adulteration and misbranding of feed the Dep't of Agriculture some time ago filed a libel for seizure and condemnation of 1,200 sacks shipped to Washington, D. C., by the Dunlop Mills, Richmond, Va. The product was recently released and the action dismissed, the manufacturers filing a bond as provided by Section 10 of the Food and Drugs Act.

WHEAT SCREENINGS, formerly shipped from the Fort William and Port Arthur elevators to the United States for manufacture into feeds, must not contain over 25% of commercial grain according to the latest order of the Board of Grain Commissioners. A movement is on foot to retain this product in Canada for feeding purposes.—Consul General F. M. Ryder, Winnipeg, Man.

A FINE of \$1 was imposed upon W. Newton Smith, Baltimore, Md., when he pleaded guilty to the Government's charge of misbranding a quantity of cottonseed meal shipped into Indiana. The label, or tag, called for a protein content of 41%, while the Government chemist discovered that 3% of that ingredient was missing. While this did not detract from the value of the feed, the product was not exactly as described on the tag, which emphasizes the importance to the feed dealer of knowing exactly what mixtures and percentages make up his product.

PENNSYLVANIA Dep't of Agriculture, in its Bulletin No. 265, says that the feeds sold in the state during 1914 were, as a rule, correctly labeled and guaranteed. The number of deficiencies were less than ever before. The Dep't has figured that not less than 600,000 tons of feeding stuffs were shipped for sale from Pennsylvania during that year. Three pages of the book are devoted to a table showing the average analysis and retail price of practically every feed made or sold in the state. This table gives the name under which it is sold, moisture content, protein, fat, fiber and price per ton.

Feedstuffs Movement in September.

Receipts and shipments of feedstuffs at the various markets during September, 1915, compared with September, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago, lbs.	51,338,000	57,173,000	119,573,000	112,716,000
St. Louis, sacks	203,460	142,810	214,420	155,870
Milwaukee, tons	25,400	26,130	25,159	29,377
Peo. tons	3,900	5,695	11,150	17,098
Minneapolis, tons	4,567	5,999	68,854	65,594
Kan. City, tons	3,860	5,060	13,080	11,700
San Francisco, tons	1,264	.....	723	.....

Exports of Feeding Stuffs.

Exports of feeding stuffs during July, 1915, compared with July, 1914, and during the 7 months ended Aug. 1, 1915, compared with the period ending Aug. 1, 1914, according to the report of the United States Bureau of Statistics were, in tons, as follows:

	July, 1914.	July, 1915.	7 mos. ended Aug. 1, 1914.	7 mos. ended Aug. 1, 1915.
Bran and middlings	262	1,405	1,380	8,751
Dr. grns. and mlt. spts.	5,900	128	28,890	1,450
Mill feeds	5,740	942	33,110	8,870
OIL CAKE AND OIL CAKE MEAL (LBS.).				
Corn	6,261,164	.....	33,062,011	22,767,447
Cottonseed meal	10,077,814	3,686,975	10,077,817	108,367,928
Lisseed or flax seed	38,627,324	48,743,512	301,050,808	326,546,044
All others	1,127,939	28,029	8,830,163	6,420,123

Crop Improvement.

FARM DEMONSTRATION agents held a meeting on Sept. 21 at Baton Rouge, La., a score attending to discuss general crops. —B.

BERT BALL, sec'y, Crop Improvement Com'te, Chicago, delivered a lecture at Washington, Ind., on Sept. 25, the subject being "More and Better Wheat."

GOVERNOR OF INDIANA has been asked by Purdue University to issue a proclamation for "seed corn day," in an effort to urge the selection of seed corn earlier than usual.

SAFETY FIRST bulletins, dealing with the selection of good seed corn for next year's crop, are being sent to Iowa grain men by the State College at Ames. The bulletins are intended for distribution among growers.

NEBRASKA Agricultural Experiment Station has bred a new bearded wheat, crossing Turkey red with big frame wheats. Tho the new wheat is not so good as the Turkey red in quality, it is said to yield 2½ bushels more per acre and is considerably earlier in ripening.

THE MINNESOTA Agricultural College announces that it is working on a new wheat which will thrive in that state. As yet, however, the variety has not been completely developed, tho the College has been experimenting for ten years. The plant must be rust-resistant and still yield and mill a good flour kernel.

A COMMUNITY club house, arranged according to the ideas of the Crop Improvement Com'te, Chicago, is being constructed at Wheaton, Minn., by a community of farmers. The building is to cost \$36,000, and will house the crop improvement workers, manual training classes, domestic science classes, Y. M. C. A., and high school.

CROP IMPROVEMENT and farm demonstration work in the United States next year will cost the federal and state governments more than \$4,750,000, according to recent reports of the Dep't of Agriculture. The localities in which the work is carried on are expected to raise all but \$1,080,000, this amount to be contributed by the United States to the states of Michigan, Ohio, Indiana, Illinois, Iowa and Minnesota.

BERT BALL, sec'y, Crop Improvement Com'te, Chicago, has had enacted several reels of films for use of the county agents in interesting any "doubting Thomas" among the farmers. The films show the methods of preparing the soil, fertilizing, discing, harvesting, etc., and are full of life and human interest. Any grain dealer whose farmer patrons have been unwilling to listen to arguments for more and better grain would do well to show them via the picture route. Another "movie" is being enacted at present to deal with the life of the county agent, showing his value to a community, and Mr. Ball announces that it will be completed within the next few weeks.

War Affecting the Grain Trade.

THE PROPOSAL of the French Government for a monopoly on imported wheat has been rejected by the Senate Com'te.

THE GERMAN Government thru its ambassador at Washington has issued a second warning to American vessel companies to conspicuously mark all neutral ships.

SKILLED BRITISH farm laborers are to be placed in the same category as munition workers by Sec'y of War Lord Kitchener and they will be subjected to strict discipline in an endeavor to augment the output of farm products.

AN INVENTORY of all grain in Sweden has just been completed, farmers notifying the Government of supplies on hand prior to Sept. 25. The Bureau of Statistics is compiling these figures to determine the amount of grain in the country.

FRENCH GOVERNMENT has issued an order requiring that all wheat milled must give only 74% for the flour sack. This is done in an effort to economize on wheat and means that the other 26% of a sack's contents will be coarse meal or a flour other than of wheat.

AMERICAN STEAMER *Wilhelmina*, whose cargo of wheat was confiscated by Great Britain on Feb. 9, has returned to New York after being held at Cardiff since her capture. The vessel was released on Apr. 21, but since that time has been undergoing repairs. Owners of the cargo were reimbursed by the British Government.

J. D. Mann Dead.

J. D. Mann, Montrose, Mo., formerly president of the Missouri Grain Dealers Ass'n, died in a hospital at Springfield, Mo., of infirmities of the brain Sept. 21, at the age of 56 years. Death was not unexpected as his condition was known to be serious for some time. The body



J. D. Mann, Montrose, Mo., Deceased.

was brot to Montrose Sept. 22 and funeral services were held the following day.

Mr. Mann, whose portrait is given herewith, was for many years a grain dealer at Montrose and during 1914 was at the head of the Henry County Boosters Ass'n. That organization as well as his many friends in the grain trade will greatly feel the loss of the deceased, Mr. Mann being an enthusiastic worker in ass'n matters.

A MISSISSIPPI lumber company has found it profitable to place some of its cutover lands under cultivation and this year claims to have averaged 116 bushels of corn per acre. If enough acres can be given over to corn the company will find the growing of grain a more profitable business than the growing of timber.

THE FIXING of resale prices on food-stuffs by the manufacturer or wholesaler is forbidden, effective Oct. 15, by the recent consent decree of the United States District Court at Detroit, Mich., in the suit against the Kellogg Toasted Corn Flakes Co., Battle Creek, Mich. The company in the future must also refrain from using on its cartons a notice concerning the fixed price.

An Indiana Elevator.

The convenient arrangement of the office, elevator and feed warehouse of Ed. Lee & Son, Crawfordsville, Ind., shown in the accompanying engraving, attracts the immediate attention of the casual visitor to the plant. Mr. Lee, while inside his office, is within a dozen steps of either building.

The elevator stands on private ground, and is of 15,000 bus. capacity, cribbed construction, with steel roof and siding. Steam power is used to operate two stands of elevators, Western Cleaner and Sheller, and a feed mill. Other equipment about the building includes two dumps, hopper scales, and gravity loader.

Six bins comprise the grain storage facilities of the elevator. Mr. Lee has also realized the advantage of billboard advertising, as will be noted from the sign painted on the side of his elevator.



Office, Elevator and Warehouse of E. Lee & Son at Crawfordsville, Ind.

Grain Carriers

A LARGE movement of Canadian grain thru Duluth is expected during this crop year.

LAKE CARRIERS chartered at Duluth Sept. 30 to carry wheat to Buffalo obtained 5c, the highest rate in history.

THE BRITISH steamer Highbury has been chartered to carry grain from Portland, Ore., to the United Kingdom.

NEW YORK Central Railway has ordered 120,000 tons of steel rails, supplementing its recent order for 4,000 freight cars.

MAXBASS, N. D., Sept. 27.—The elevators here are all full of grain, but cars are scarce.—B. A. Phipps, Phipps & Keen.

OMAHA ELEVATOR Co., Omaha, Neb., has brot suit against the Union Pacific Ry. for \$800, alleging shortage of grain by reason of leaky cars.

FOREIGN built vessels admitted to American registry since enforcement of the act of Aug. 18, 1914, on Oct. 2 numbered 165, with gross tonnage of 569,140.

CANADIAN steamship lines declare they will be able to transport Canada's immense wheat crop to the lower lake ports as fast as the receiving elevators at those ports can take the grain.

THE CANADIAN Pacific Railway announces the loading of 1,544 cars of grain along its lines on Sept. 24, claiming it as the largest amount of grain ever loaded on one railroad in a day.

THE CARGO of corn, carried by the steamer Lackawanna, which grounded on Gull Island, near Charlevoix, Mich., on Sept. 28, was lightered before the vessel could be taken off the shoals.

THREE LAKE CARRIERS, the Midland Prince, Morden and the Emperor have cleared at Winnipeg recently with full cargoes of wheat for Buffalo. More than 1,000,000 bus. was carried by the three ships.

TRANS-MISSISSIPPI GRAIN Co., Omaha, Neb., has filed a complaint with the Interstate Commerce Commission against the M. & St. P., and C., B. & Q. Rys., alleging overcharges on 10 carloads of corn shipped from Iowa points to St. Louis.

THE PROPOSED increase of 1c per 100 lbs. in the rate on grain shipped from Missouri River points for milling in transit at Minneapolis has been withdrawn by the railroads. The withdrawal followed the hearing of the matter by the Interstate Commerce Commission at Chicago on Sept. 24.

THE PEORIA Board of Trade has filed a complaint with the Interstate Commerce Commission attacking the thru rates on grain and grain products from Peoria, Ill., to points in Central Freight Ass'n and Trunk Line territories. It is claimed these rates are unjust, and discriminate against Peoria in favor of competing markets.

COMPLAINT has been filed with the Interstate Commerce Commission against the B. & O. and Southern Rys., by grain dealers of Sellman, Md., who allege the carriers grant a milling in transit privilege to dealers of Hagerstown, Frederick, Lime Kiln, Buckelstown and Adamstown, Md., without according the same privilege to Sellman.

THE VESSEL Eemdyk of the Holland-America line, is believed lost with a cargo of grain it was transporting from South America. The Eemdyk carried a crew of 56 and was last reported on Sept. 20 off the southeast coast of England.

INTERSTATE COMMERCE Commission has reopened the case of the Buffalo grain trade against the trunk line railroads, alleging discrimination against lake traffic. Testimony was taken Oct. 4 by Examiner Bell at Washington.

OCEAN FREIGHT rates are strong, 42c per bushel being paid from New York to London on Oct. 4 and 39½c to Liverpool. Very little room is reported at the latter rate from any port and it is believed that not much room could be obtained at any figure.

OCEAN RATES on grain and other commodities are from five to 10 times the usual rate, the advance on grain to Liverpool being 19c per bushel since Aug. 1. In addition to the high rates demurrage charges are being demanded, amounting to from \$500 to \$2,000 per day.

THE LIBEL filed at Philadelphia recently against the British steamer Florentino, alleging \$20,000 damages for failure of the vessel to comply with its charter, has been withdrawn, as the ship has arrived in Baltimore for its cargo. The Florentino is under charter to John T. Fahey & Co., grain exporters of Baltimore.

INTERSTATE COMMERCE COMMISSION has awarded the Escondido Lumber, Hay & Grain Co., Escondido, Cal., \$62.50 from the A., T. & S. F. as a refund for unreasonable charges collected on three carloads of oats from Oklahoma points. The Wichita Falls & Northwestern was ordered to pay \$27 to the Wichita Mill & Elevator Co., Wichita, Kan., on account of an unreasonable rate on wheat from Hollister, Okla., to Memphis, Tenn.

THE MONARCH Elevator Co., Minneapolis, Minn., has been awarded reparation for excess freight paid the Northern Pacific from 1909 to 1912, during the period that Minnesota rates were in suspension. It is alleged that the carrier during that time routed shipments from Carlton to Duluth via the long haul, or thru Superior, Wis. The decision was rendered by the Ramsey county district court and will no doubt be appealed to the state supreme court.

THE PROPOSED increase in freight rates from Oklahoma to Kansas points was discussed at a meeting in Oklahoma City on Sept. 28. The meeting was attended by Oklahoma grain dealers and representatives of the Rock Island and Frisco railroads.

THE NASHVILLE Grain Exchange, Nashville, Tenn., has filed a petition in the United States District Court seeking to enjoin the L. & N. and other carriers from enforcing the recent order against re-shipping grain at Nashville, which was to become effective Oct. 15.

VESSEL OWNERS are responsible for the scarcity of lake freight room in a measure, because they hesitate about sending their boats to Canadian ports. A vessel sent to a Canadian port, for instance, might be confiscated by the government and ordered to proceed to Europe. Were this done and the vessel captured by the Germans, the owner would not only run the risk of losing the vessel, but would be deprived of the use of that ship while it was being held.

INTERSTATE COMMERCE Commission has held that even tho a shipment reaches destination in damaged condition, and consignee is unable to use contents of the car for that reason, this does not constitute an excuse for holding the car without demurrage accruing. A coal company had alleged that the commodity was so deteriorated as to be unsuitable for the purpose for which it was bot. Therefore the company refused to unload the car, but immediately filed claim against the carrier. The complainant was awarded a settlement for damage to contents, but was forced to pay \$8 in demurrage charges.

A HEARING on western grain products rates will be held at St. Louis, Oct. 27, at the Hotel Jefferson, by Examiner Bell of the Interstate Commerce Commission. These tariffs are now under suspension in I. and S. Docket No. 666. A fair adjustment has been suggested by the cereal and starch manufacturers at a conference held with the carriers at Chicago Sept. 2, making no change in present transit arrangements and continuing present rates on minimum of 40,000 lbs. on all cereal products, cooked or uncooked, with the alternate higher rating at fifth class to all points where present basis is 5th class or not less than 2c under 5th class. The proposal of the carriers was to raise the coarse grain transit rate to the wheat rate.



Farmers Elevator at Yale, S. D. [See Page 525.]

PHILADELPHIA Commercial Exchange has filed a brief with the Interstate Commerce Commission in its complaint against the \$2 charge of the New York Central for diverting cars of grain at recognized holding points.—P.

Grain Adulteration.

As purchasers of Western wheat for grinding the millers of Pennsylvania are deeply concerned in the alleged fraudulent mixing of dirt with the grain by western terminal market dealers, so much so that for some years past the Pennsylvania Millers State Ass'n has had a standing com'te on grain adulteration actively engaged in a search of cases of real adulteration.

The present com'te of five members in its report at the recent annual meeting of the Ass'n gave the results of inquiries addressed to over 300 millers, and all but one of the replies stated that no experience had been had with adulterated grain. The single exception declared it his belief that the elevator operator should clean the grain before putting it into store in his elevator, "so that the buyer will get grain, and not seeds and dirt."

In disagreeing with this one miller the com'te stated that "in the Northwest country there are no facilities for cleaning the grain at the country elevator, and if the facilities were at the elevator they would probably not be used, because at the country elevator the screenings have no commercial value. At the terminal elevators these cleanings have a commercial value."

While this has been true in the past the increasing interest in stock feeding is creating a market locally for feed and many of the Northwestern elevators are being equipped with grain cleaners. This is being felt this season especially in the smaller quantity of screenings on the market at Northwestern terminals.

Grain dealers will unanimously approve the following sane statement by the millers' com'te:

It should be borne in mind that the seeds and dirt in spring wheat are there because the Lord put them there and man has not taken out all that it was possible for him to take out.

Admitting that commercially clean wheat is sold at a stated price, it must necessarily follow that if it is insisted that the wheat shall be cleaned fit for the rolls, the seller must exact in the price, the cost of the loss of these screenings less what we would obtain for them as feed over the

price asked in the first instance for wheat commercially clean. To many of you this would be a desirable thing but the committee does not go further than to point out that in so far as you are financially concerned there is no loss except some loss in the freight.

The misconception in the minds of many millers seems to be that if these seeds and dirt were all eliminated the price of the wheat would be the same. Of course this is an impossible situation.

Weights at f. o. b. Point Basis of Settlement.

E. L. Wellman, of Grand Rapids, Mich., plaintiff, bot of W. F. Starz & Co., of Fowler, Ind., defendants, 14,400 bus. of corn f. o. b. Dunn, Wadena and Barce, Ind. Shipper's weights on 3 cars at the f. o. b. points showed an excess over destination weights equivalent to \$335.97. On several other cars the shortage was equivalent to \$138.80, which defendant paid.

Before the arbitration com'te of the Grain Dealers National Ass'n, composed of E. M. Combs, L. W. Gifford and E. Hutchinson, plaintiff contended that there was an understanding that destination weights were to govern in the final settlement; that defendants having paid this claim for shortages on the other cars shipped on this contract was an acknowledgment that destination weights were to be the basis of settlement on the entire contract.

Defendants contend that immediately on receipt of plaintiff's confirmation, they, (the defendants), 'phoned plaintiff and it was agreed that shippers' weights were to be the basis of settlement and that these terms were made a part of the contract by the 'phone conversation.

That their having paid plaintiff's claim for shortages on the other cars was not an acknowledgment that destination weights were to govern, as that claim was paid under protest because the plaintiff would not pay defendants' drafts on the three cars involved in this dispute until the claim on the other cars had been paid.

The com'te found: as the evidence shows that defendants paid plaintiff's claim on other cars under protest, the com'te does not believe that such action on the part of the defendants was an acknowledgment that destination weights were to govern, or that it would in any way change the terms of the contract or have any relation whatever to the claim on the three cars involved in the dispute.

The evidence on the subject of weights is very conflicting, in that defendants introduce an affidavit that immediately on receipt of plaintiff's confirmation they called plaintiff on the telephone and it was agreed that shippers' weights were to govern. While plaintiff introduces an affidavit that there never was any such telephone conversation and that no such agreement was entered into.

The com'te believes that by reference to plaintiff's confirmation the matter of weights is easily and properly determined

as the grain was sold f. o. b. Dunn, Barce or Wadena and in the absence of any other evidence to the contrary, there can be no question but that the weights furnished at those points would govern.

Therefore, our ruling is that the claim of E. L. Wellman for \$335.97 against W. F. Starz & Co. be not allowed and that E. L. Wellman pay the costs of this arbitration.

How the Fire Started.

If the cause of every elevator fire were determined and the facts given to the owners of other elevators, and to the insurance companies insuring this class of property, it would not be long before many of the now commonest causes of fires in grain elevators would be removed, and the total number of fires greatly reduced.

Through the courtesy of "Our Paper" published by the Grain Dealers National Mutual Fire Insurance Co., we are able to present herewith illustrations of the Farmers Elevator at Yale, S. D., before and after it was discovered to be on fire. The building was insured for \$5,000 and the grain for \$1,000. The house contained about \$2,000 worth of grain at the time of the fire. It was provided with a heavy foundation, upon which a new elevator is now being erected.

The fire was discovered about 7 o'clock Sunday morning, and at least one of the early arrivals on the scene claims to have passed between the car and the elevator. Evidently, from utensils found in the ruins of the car, a gang of hungry tramps must have been busily engaged in cooking their Sunday morning breakfast and the fire got away from them. The town's only fire protection was provided by a little two-wheeled chemical engine that refused to work. No one thought of pushing the car away from the elevator.

As the fire next appeared in the cupola of the elevator, it is clear that it ran up the loading spout and soon the building was in ruins. Fortunately for adjoining buildings, some of which were not over 25 ft. distant, the elevator was covered with corrugated iron, which helped to retain the heat, and made it possible for the citizens to wet down the adjoining buildings sufficiently to save them. Inasmuch as tramps have a weakness for building fires in box cars, it is to the interest of elevator owners to have these cars set anywhere but right beside the elevator.



Fire in Box Car which Resulted in Burning of Farmers Elevator at Yale, S. D.

THE SHIPPER who persists in making overdrafts against his shipments and induces receivers to pay those overdrafts by misrepresenting either the quantity or quality of the grain shipped is clearly guilty of obtaining money under false pretenses and owes it to himself to promptly reimburse the receiver if he desires to continue in business. Those who, in the past have seemed to enjoy getting this easy money have seldom lasted long. The trade has become wise to their methods and refused to do any more business with them, while those suffering from their misrepresentations have made them so much trouble they needed all their wrongly obtained funds to keep out of jail. So in the end they were greatly out of pocket. The grain man who thinks he can afford to adopt a dishonest policy and prey upon his fellow dealer successfully has much to learn. Most sharpers who have tried this game in the grain trade have left the business poorer than when they entered it, even tho they had nothing at the start.

Grain Trade News

ARKANSAS

Little Rock, Ark.—The Daniel Grain Co. has removed to the Skillern Bldg.—P. M.

CALIFORNIA

Tarke sta. (Yuba City), Cal.—The Producers Warehouse Co. has enlarged its warehouse and it now has a capacity of 850 carloads.

Escondido, Cal.—The recent fire at our plant was confined to one of our hay warehouses. Loss, \$5,300; insurance, \$2,500.—W. L. Ramey, pres. Escondido Lumber, Hay & Grain Co.

Norman sta. (no p. o.), Cal.—Work is progressing on our new 50x160 ft. brick warehouse, which will be used for grain storage purposes. It will have a concrete floor and tar and gravel roof.—Willows Warehouse Ass'n, Willow.

CANADA

Toronto, Ont.—Howat & Harcourt, Ltd., has been incorporated by J. S. Howat and T. F. Harcourt to engage in the export business, with offices in this city.

Fort William, Ont.—The rules governing the new grade of wheat, which will be known as seed grain grade, will be found elsewhere in this number of the Journal.

Winnipeg, Man.—The recently incorporated N. M. Paterson & Co., Ltd., is a continuation of the business of N. M. Paterson & Co., of this city and Fort William, for many years. It controls 2 terminal elvtrs. at Fort William and handles cash grain of all kinds. The headquarters will be in this city where the buying and selling is conducted for the Fort William houses.—J. S. Balir, treas.

Toronto, Ont.—A meeting was held here Sept. 28 by the grain dept. of the Board of Trade to recommend standards for commercial grades of Ontario grain from this year's crop. Considerable trouble was experienced with the samples submitted, on account of their wide variation in quality. A grade of wheat to be known as No. 1 commercial was decided upon to cover that damaged by excessive moisture.

Winnipeg, Man.—At the meeting of the Board of Grain Commissioners held in this city Sept. 23 it was decided to let the clause in the old tariff stand. It reads: For each subsequent separation computed on balance for separation a further charge of 1c per bu. No change was authorized in regard to the new tariff and it went into effect Oct. 1. The following clause was struck off by mutual arrangement between elvtr. men and shippers: When loading of grain, which has been weighed up in advance on orders for shipment, is so delayed through no fault of the elvtr., that all or some of it must be returned to the elvtr., an additional charge of one-half cent per bushel will be made on such portion so returned.

COLORADO

Raymer, Colo.—The Farmers Elvtr. Co. is building an 8,000-bu. elvtr. and a 20x24 ft. warehouse. G. H. Birchard has the contract.

Sterling, Colo.—The Farmers Co-operative Elvtr. & Supply Co. has equipped its new 20,000-bu. cribbed iron clad elvtr. with a Barnard & Leas Cleaner.

Craig, Colo.—The Craig Elvtr. & Mfg. Co. has completed its new elvtr. Equipment includes a Barnard & Leas Cleaner and a Fairbanks Wagon Scale. A 30x40 ft. warehouse is now being constructed.

Flagler, Colo.—Eckler Bros. have recently completed an elvtr. and mill combined. Stinson & Straump bot an elvtr. this year from a grain company of Omaha, Neb.—Dan B. Dyer, representing Stevenson Grain Co., Smith Center, Kan.

Bennett, Colo.—The Ayers Mercantile Co., of Denver, is building a 12,000-bu. iron clad cribbed elvtr. and warehouse. Equipment includes a 6-ton registering beam wagon scale, exhaust scale, Richardson Automatic Scale, Fairbanks Oil Engine and a steel manlift. The White Star Co. has the contract.

Matheson, Colo.—The town of Mattison has been changed to Matheson and the White Drug Co. and the Welty Lumber Co. are not in the grain business as listed in the list of Rocky Mountain Grain Dealers, but have turned their grain business over to the Elbert County Farmers Grain Co. which has just completed a 20,000-bu. studded elvtr. Equipment includes a Richardson Automatic Scale, Bowsher Mill and a steel manlift. The White Star Co. had the contract.—R. Brown, Noll-Welty Lumber Co., Denver.

Warwick sta. (Bristol p. o.), Colo.—We will handle grain, coal and feed in connection with our alfalfa mill which we are moving to this place from Lake City, Kan. My son, Harry, will have charge of the engines, E. B. Jewett will be mgr. of the office and A. M. Dicks will be sales mgr. of alfalfa meal. The capacity of the alfalfa mill is 50 tons, but the capacity of the elvtr. has not been decided upon. I will continue to operate my grain business at Lake City, Kan.—Clarence Martin, Warwick Co-operative Alfalfa Mfg. Co.

IDAHO

Grangeville, Ida.—I am mgr. of the Grangeville Mfg. Co.—Isaac Zehner.

Lewiston, Ida.—The Tri-State Terminal Warehouse Co., of Seattle, Wash., has taken over the property of the Reubens Rochdale Co. G. A. Marshall is district mgr. with headquarters here.—Interior Warehouse Co.

ILLINOIS

Mayview, Ill.—E. C. Sadorus is building a new residence.

Willow Hill, Ill.—The elvtr. of J. S. Steinfort burned Sept. 28.

Byron, Ill.—The Farmers Grain Co. has its new elvtr. in operation.

Alpha, Ill.—E. S. Cox, formerly a mgr. of an elvtr. here, died Sept. 24.

Oswego, Ill.—G. T. Etzel, of Ferguson, Ia., is now mgr. of the Farmers Elvtr. Co.

Mount Carmel, Ill.—New coal sheds are being constructed by the Farmers Elvtr. Co.

Calvin, Ill.—I am in the grain business here but reside at Grayville.—S. M. Woodrow.

Manlius, Ill.—Charles Barber, grain and coal dealer, has completed a new coal plant.

Smithshire, Ill.—Farmers are interested in the formation of a company to erect an elvtr. here.

Tampico, Ill.—The Farmers Elvtr. Co. is constructing new coal sheds with concrete foundations.

Bluff Springs, Ill.—Thieves made an unsuccessful attempt to rob the office of the Farmers Elvtr. Co.

Litchfield, Ill.—Chas. B. Munday, former principal in the Litchfield Mill & Elvtr. Co., with J. G. Munday and G. A. Ward, has incorporated the Litchfield Flour Mills with a capital stock of \$25,000.

Monticello, Ill.—Roy Jones has been re-employed as mgr. of the Monticello Grain Co. for the twelfth year.

Bardolph, Ill.—James M. Pelley, for 40 years engaged in buying grain here, died Sept. 26 at the age of 78.

Sandwich, Ill.—Frank L. Neal will be succeeded Nov. 1 by R. C. Cay as mgr. of the Farmers Elvtr. Co.

Chenoa, Ill.—W. A. Groesbeck, of Weston, has succeeded W. G. Abbott with the firm of Graham & Bennion.

Palmyra, Ill.—We are doing nothing toward building a grain elvtr. at this station.—Smith-Hippen Co., Pekin.

Ancona, Ill.—The Ancona Grain Co. has succeeded our company.—George Armstrong, Ancona Grain & Supply Co.

Rumpler, Ill.—Frank Supple, of Bloomington, contemplates the erection of an elvtr. here.—Geo. E. Traut, Rochelle.

Weston, Ill.—William Allen has succeeded W. A. Groesbeck, who recently resigned as mgr. of the Farmers Elvtr. Co.

Bradford, Ill.—I purchased the 50,000-bu. elvtr. and coal business of D. M. Stauffer and took possession Oct. 1.—R. W. James.

Chillicothe, Ill.—Work is progressing on the new elvtr. which the Turner-Hudnut Co. is building to replace the house burned July 5.

Jacksonville, Ill.—Logan & Bryan, of Chicago, have opened a branch office in the Price Bldg. with F. P. Smith & Co. in charge.

Gridley, Ill.—Boles & Castle have changed from gasoline to an electric motor for power in their elvtr.—Geo. E. Traut, Rochelle.

Clinton, Ill.—Daniel Ward, of Rocky Ford, Colo., has been appointed sec'y of the J. A. Harrison Grain Co. He will make his home in this city.

Tabor, Ill.—Tabor Co-operative Grain Co. incorporated; capital stock, \$20,000; incorporators, John T. Manvel, Henry H. Gahlbash and Lewis Burwell.

Gays, Ill.—Morris & Stone have their new 20,000-bu. elvtr. almost completed. This replaces the elvtr. burned Aug. 4. A new office has also been built.

Danville, Ill.—A spark from a passing locomotive, Sept. 25, is supposed to have started a blaze which slightly damaged the plant of the Hereden Mfg. Co.

La Hogue, Ill.—The defunct Farmers Elvtr. Co. has filed notice of dissolution. A new company was organized some time ago to operate the company's elvtr.

Alton, Ill.—Two men were killed and a third dangerously injured when the supports of a roof they were putting on a grain tank gave way and they fell 80 ft.

Peoria, Ill.—A. W. Harwood, mgr. at this city for Carhart, Code, Harwood Co., and member of the Board of Trade, was married recently to Miss Nevitt, of Bradford.

Decatur, Ill.—The A. E. Staley Mfg. Co. has decided to close its Baltimore factory and open its starch factory in this city which has been closed for a year. It is now being overhauled.

Springfield, Ill.—In "Letters" this number will be found a communication from the State Board of Live Stock Commissioners regarding the foot and mouth quarantine as affecting the shipment of grain.

Bloomington, Ill.—At a meeting of the board of directors of the Illinois Farmers Grain Dealers Ass'n held here Oct. 1 the date for the annual convention to be held in this city was set for Feb. 7, 8 and 9.

Bardolph, Ill.—C. F. Kepple, prop. of the Bardolph Elvtr., has secured permission to ship out the grain in his elvtr. at the present time. The elvtr. has been quarantined on account of the foot and mouth disease.

Rockford, Ill.—Coppins & Lange, feed and flour dealers, have let contract for a reinforced concrete grain elvtr., 35x70x80 ft. Work has already been started on the house which will be completed by Jan. 1, 1916.

Beardstown, Ill.—Schultz, Baujan & Co. will build a new mill at a cost of approximately \$50,000.

Kewanee, Ill.—The recently incorporated Farmers Elevator Co. will have a fireproof elevator built this fall at a cost of \$15,000. The C. B. & Q. is now laying a spur track and work on the elevator will be started at once.

Peoria, Ill.—The following memberships in the Board of Trade have been transferred: From B. J. Yeck to H. D. Bowen, of Buckley, Pursley & Co., and from F. Kinsinger to Albin H. Kaune, supt. Great Western Distillery.—John R. Lofgren.

Wyckles sta. (Decatur p. o.) Ill.—Geo. W. Leonard will rebuild his elevator which burned Sept. 23. The house was valued at \$6,000 and contained about \$3,850 worth of grain. Sparks from a passing locomotive are reported to have started the fire.

Peoria, Ill.—All country shippers of this state attending the annual convention of the G. D. N. A. should register with the sec'y of the Ill. G. D. A. at the Jefferson Hotel headquarters and get special badges.—E. B. Hitchcock, sec'y Ill. G. D. A., Champaign.

Tremont, Ill.—The Tremont Mutual Grain Co. has deposited \$635.51 in court, in a suit brought by it to settle whether the proceeds from the delivery of corn to the elevator by Henry Stamm shall be paid to him or T. A. Harris, who claims an equity in the corn.

Middletown, Ill.—Chas. Zinsmeister, who disappeared some time ago with money secured from grain belonging to the farmers in this vicinity, which he sold on track, has been located in Florida. The farmers have been reimbursed for about three-fourths of their grain and the rest will be settled for by Mr. Zinsmeister in a short time.

Alvin, Ill.—The Farmers Elevator Co. has been made defendant in a suit for \$1,800 brought by Frank Bowman, a farmer, who alleges that he contracted Feb. 1, 1915, to deliver 4,000 bus. of oats from the threshing during the 1915 harvest at 55c a bu., but when threshing time arrived, Aug. 10, the elevator company refused to receive the grain.

Champaign, Ill.—I have been actively associated with H. I. Baldwin & Co. at this point for some time and am now opening an office in the Kariher Bldg. and will do a general grain brokerage and feed business on my own account. I am at present negotiating with some Chicago grain houses with a view of representing them here.—Junius A. Flanders.

Astoria, Ill.—Bader & Co., grain dealers, filed a complaint, some time ago, with the state utility board against the Central Illinois Public Service Co. for damages as a result of its high tension electric wires interfering with the service of the company's private telephone wires. A compromise between the companies has been reached and the case has been withdrawn.

Marseilles, Ill.—Orders were received Sept. 29 by the Bruce Grain Co. and J. V. Shaughnessy to the effect that no more grain could be taken in at their elevators, but that they could ship all grain on hand at that time. Dozens of loads of grain have come to the elevators since and have been refused. All the farmers who were threshing and shelling have stopped work on account of the foot and mouth disease quarantine.

Sheldon, Ill.—An overheated bleacher furnace fired cribbed stack with a narrow escape from disastrous results, only avoided by prompt action on the part of the city fire dept. Loss nominal; fully insured. With "safety first" maxim in view, we have discontinued the use of cribbed stack and have contracted with the Ellis

CHICAGO NOTES.

E. J. Feehery, who has been with Beach-Wickham & Co. for several years, is now with Walters Bros.

The rate of interest for October for advances on grain B/L has been set by the finance committee of the Board of Trade at 5% per annum.

Paying part of their profits to customers before closing trades is the purpose of a petition circulated on the Board of Trade for a change in the rules.

R. W. Hartwig pleaded gambling as a defense when A. V. Booth & Co. brought suit to recover \$1,600 due on trades in grain made from April to July, 1914.

Trading out of hours or off the floor of 'change is made punishable by suspension under an amendment to the rules of the Board of Trade adopted Oct. 6.

Charles D. Eads, for more than 25 years a member of the Board of Trade, died Oct. 2 at the age of 57. He was a partner in the grain commission firm of Eads & Husted.

Daniel Steua, an employe in a grain elevator in South Chicago, accidentally slipped into a grain chute and was nearly buried under grain before his screams attracted the attention of rescuers.

The case against Chas. F. Glavin, which has been up before the directors of the Board of Trade, was dismissed. He appeared and made a defense against the charge of uncommercial conduct.

E. A. Beauvais, who has been a partner in the firm of Brosseau & Co. for a number of years, has withdrawn and is now conducting a commission business under the name of Beauvais & Co. with offices in the Board of Trade Bldg.

The amendment to the rules of the Board of Trade providing for margins on sales of grain to arrive and extending to non-members the privilege of arbitration on such trades, published in full in the Journal Sept. 25, page 441, was adopted by a vote of the members Oct. 6.

CHICAGO CALLERS: Elmer Hutchinson, Arlington, Ind.; J. H. Hornby, Pittsburgh, Pa.; E. B. Hitchcock, sec'y, and A. C. Strong, ass't attorney for claims, Ill. G. D. A.; C. A. McCotter, sec'y, and J. J. Fitzgerald, Omaha mgr., Grain Dealers Fire Ins. Co.; Joseph Gregg, Atlanta, Ga.

Hans Simon, representing Dreyfus & Co., New York, N. Y., has applied for membership in the Board of Trade. James A. Prindville and Chas. A. Pride have been admitted to membership and the memberships of the estates of W. O. Mumford and Chas. D. Atwood have been posted for transfer. Memberships are quoted at \$2,900 net to buyer.

The golf tournament conducted by H. A. Foss, chief weighmaster of the Chicago Board of Trade, at Calumet Links, Oct. 6, was a decided success both from the point of enjoyment obtained and the satisfactory scores registered by the grain men. Ed. B. Boyd took first prize with a score of 91 for the 18 holes. Mr. Foss was also near the top with 103; he admits, however, that this is the best score he ever obtained. After the play Mr. Foss was host at a dinner.

INDIANA

Corunna, Ind.—Farmers are forming a company to build an elevator.

Winamac, Ind.—Farmers are talking of forming a company to build an elevator.

Huntington, Ind.—We are not making any improvements in our elevator.—C. E. Bash & Co.

Monroeville, Ind.—An effort is being made to interest farmers in an elevator at this station.

Vincennes, Ind.—Ulysses G. McCoy will take over the 10,000-bu. elevator of Lewis Brooks & Sons.

Rensselaer, Ind.—H. E. Hartley is now mgr. of the elevator of Herrington Bros.—Babcock & Hopkins.

Union City, Ind.—H. E. Landman, who recently sold his mill, will engage in an elevator and mill business.

Keystone, Ind.—The Keystone Elevator is now being operated by the Mead Grain Co. and I am mgr.—J. Marsh.

Noblesville, Ind.—The Noblesville Mfg. Co. was the victim recently of a check forger who passed several worthless checks.

Alexandria, Ind.—Chas. F. Naber & Co. have built an addition to their elevator and are making other improvements.

Fairmount, Ind.—A. A. Ulrey & Co. have completed the repairs on their elevator and mill and are now painting them.

Tipton, Ind.—C. Cunningham, prop. of elevators at Tefft and Hobbs, has moved his residence to this city from Frankfort.

Lakeville, Ind.—We have sold our elevator to Joseph Kramer, of Goshen, and Lee Wolff, of Hamilton.—W. D. Wilson, mgr. W. D. Wilson & Co.

Rochester, Ind.—W. H. Deniston is erecting a steel fire escape from the top of his elevator with entrances from many places on the north side of the building.

Hamlet, Ind.—D. L. Sandlin, of Hillsburg, has bought the recently acquired elevator of J. C. Young, of Frankfort. Mr. Young will go to Florida for the benefit of his health.

Templeton, Ind.—Report states that Kennedy Bros. will rebuild their elevator which burned May 13 and that another elevator will be erected on the L. E. & W. about 3 miles from here.

Eaton, Ind.—The firm of Haller & Walker, operating elevators here and at Shideler, has been dissolved. F. E. Haller will move to this place from Montpelier to take charge of the business.

Sulphur Springs, Ind.—Charles A. Warne has bought the elevator of the Daniels & Pickering Co. He was formerly miller here for the company. Fay Rutler, who has been managing the elevator, will assist him.

Orland, Ind.—The Orland Grain Shippers Ass'n has been incorporated with a capital stock of \$900 by W. A. Miller, F. F. Lewis and others to handle grain and farm products on a co-operative basis.

Hamlet, Ind.—The Walkerton Grain Co. has taken over the site of the Farmers United Grain Co. and will start at once to build a 60,000-bu. up-to-date elevator equipped with a drier and other modern machinery.

Otterbein, Ind.—A farmers elevator company is being organized here. Wm. Foresman contemplates the erection of an elevator on the L. E. & W. R. R. on a site half way between this station and Templeton.—Will Harrington.

Effner sta. (Sheldon, Ill., p. o.), Ind.—The Sheldon Elevator Co., of Sheldon, Ill., has bought the elevator of the McCray Grain Co. C. A. Kimbrell, now with the McCray Grain Co., of Kentland, has been offered the position as mgr.

Darlington, Ind.—The Farmers Elevator Co. is being organized with a capital stock of about \$15,000. John C. Saidla is sec'y and general mgr. of the company, which will build an elevator at once on the site of the house which burned some time ago.

Jonesboro, Ind.—W. W. Hicks, of Bloomington, has taken over the 10,000-bu. elevator and 50-bbl. mill of Neill & Van Valer and will operate them as the Jonesboro Mfg. Co. Chas. Van Valer will remain as mgr. for 6 months and J. S. Neill will go to Florida for his health.

Middletown, Ind.—E. K. Sowash, member of the Daniels & Pickering Co. for several years, has retired from the company and acquired from it the old Sowash Elevator which he has been running for the company for several years. He will operate it in the future on his own account.

Kentland, Ind.—The campaign of Warner T. McCray for the Republican nomination for governor of Indiana is making steady progress, as citizens who are interested in party and state become acquainted with Mr. McCray's excellent qualifications for the office. A clean and economical business administration is confidently expected of this successful grain merchant, banker, farmer and stock raiser.

IOWA

Lanesboro, Ia.—The Farmers Elevator Co. is repairing its elevator.

Mt. Pleasant, Ia.—Farmers are organizing an elevator company.

Kalona, Ia.—Wm. O'Laughlin has his new elvtr. in operation.

Kiron, Ia.—A farmers elvtr. is being agitated for this station.

Salix, Ia.—Chas. Carr, mgr. of the Farmers Elvtr. Co., has been ill.

Rome, Ia.—Farmers are talking of forming a company to build an elvtr.

Stanhope, Ia.—The Quaker Oats Co. is installing new scales in its elvtr.

Grinnell, Ia.—The Farmers Elvtr. Co. is building a 13½x24x48 ft. warehouse.

Sioux City, Ia.—P. S. Beekley is no longer traveling for the Atlas Elvtr. Co.

Rake, Ia.—An addition is being constructed to the office of the Farmers Elvtr. Co.

Ute, Ia.—H. B. Johnson is not with Burke Bros. & Marn Co. as was reported.—P. M.

Bancroft, Ia.—Joe Murray, for 26 years in the grain business in this city, died last month.

Alcen, Ia.—Ben Dutton will assist W. J. Hager, mgr. of the elvtrs. of the Farmers Elvtr. Co.

Springville, Ia.—W. F. McNeilly has succeeded Arthur Jones as agt. of the Jackson Grain Co.

Sioux City, Ia.—The Mystic Mfg. Co. has added facilities for handling grain at its Central Elvtr.

Avoca, Ia.—The Centennial Mill Co., operating an elvtr., has changed from steam to electric power.

Le Mars, Ia.—The Farmers Elvtr. Co. has been reorganized and incorporated with a capital stock of \$25,000.

Homestead, Ia.—The elvtr. of the Amana Society, which was damaged by lightning recently, is being repaired.

Bayard, Ia.—M. Dozler is preparing to take charge of the new elvtr. of the Chas. Dozler Grain Co., of Templeton.

Alton, Ia.—We expect to convert our mill into an elvtr. but will not start work for some time.—C. C. Cannon, Paullina.

Waterloo, Ia.—F. R. Bader, operator at the branch office of Lamson Bros. & Co., has been promoted to the office at Waterloo.

Forest City, Ia.—Farmers are again taking up the establishment of an elvtr. company which had been dropped for some time.

Atlantic, Ia.—A. A. Mickel is now building a small elvtr. here and has it leased to Nelson & McCaustland.—J. A. Campbell & Son.

Lohrville, Ia.—The Farmers Elvtr. Co. has completed the work on the exterior of its new elvtr. and is now working on the interior.

Shipley, Ia.—We are completing our new elvtr. here and have employed F. L. Ph'pps, of Kellogg, to manage it.—Shipley Grain Co.

Iowa Falls, Ia.—Charles M. Brown, at one time engaged in the grain business here, died at Chicago, Ill., recently, at the age of 64.

Henderson, Ia.—A concrete tunnel is now being built between the elvtr. of W. H. Harbor and the mill which is under construction.

Brighton, Ia.—The Brighton Mill & Elvtr. Co. incorporated; capital stock, \$12,000; incorporators, R. E. Lundin, T. B. and D. O. Hoover.

Council Bluffs, Ia.—The Droge Elvtr. Co. will install a corn drier in its elvtr. and will build a \$3,500 addition to its cold storage plant.

Fergusson, Ia.—Carl Adkins has succeeded G. T. Etzel, who resigned as mgr. of the Farmers Elvtr. Co. to accept a similar position at Oswego, Ill.

New Sharon, Ia.—A. L. Johnson is pres. of the recently organized Farmers Elvtr. Co. which will be incorporated with a capital stock of \$15,000. The company has applied for a site on the M. & St. L. and an elvtr. will be built at once.

Sargents Bluff, Ia.—An electric motor will be placed in the elvtr. of the Farmers Elvtr. Co. to take the place of steam power now being used.

Lakeview, Ia.—Lightning struck the elvtr. of the Updike Grain Co. recently, tearing some shingles off the cupola and also tearing out a grain chute and bin.

Davenport, Ia.—We will operate the elvtr. of the Corn Products Co. under lease, in connection with our own plant, which gives us a total storage capacity of 100,000 bus.—Merchants Elvtr. Co.

Elk Horn, Ia.—The Rothschild Grain Co., of Atlantic, has sold its elvtrs. at this station, Kimballton and Hansen Heights, to a grain company of Omaha, Neb., possession to be given Jan. 1, 1916.

Redfield, Ia.—Wright & McWhinney, who recently bot the elvtr. of D. S. Patty, have now taken over the elvtr. of G. W. Armfield. They are tearing down both houses and will erect an up-to-date elvtr. which will be completed about Nov. 1.

Washington, Ia.—Lamson Bros. & Co., of Chicago, Ill., took over the management of the grain brokerage office of Hutton, Collins & Frenzel on Oct. 1. The latter firm had been acting as correspondents for Lamson Bros. & Co. for the past year. John F. Perkins will be transferred from Dubuque to take charge and will be assisted by Joe Hunt, as operator. P. E. Collins will hereafter manage the office at Clinton, W. A. Hutton at Davenport and H. J. Frenzel at Muscatine.

KANSAS

Hoxie, Kan.—The Farmers Union has bot the elvtr. of C. E. Crofoot.

Cawker City, Kan.—R. Inskeep is now mgr. of the Farmers Elvtr. Co.

Ray, Kan.—I am now mgr. of the Farmers Grain & Supply Co.—L. H. Thorp.

Oak Hill, Kan.—Frank Stanton is now mgr. of the Farmers Mercantile Ass'n.

Page, Kan.—C. O. McKnight, of Luray, is the new mgr. of the Farmers Grain Co.

Viola, Kan.—C. N. Congleton, grain dealer, has returned from his honeymoon.

Rock, Kan.—We have sold our elvtr. to John McClune.—Conklin Grain Co., Douglass.

Alloway sta. (Milton p. o.), Kan.—I operate an elvtr. at this station.—A. A. Corzine.

Hanston, Kan.—I am operating my elvtr. which was completed Sept. 15.—M. W. Peterson, Jetmore.

Atchison, Kan.—Carl Yount has secured a position in the office of the Blair Elvtr. Co.

Brewster, Kan.—I am now mgr. of the Farmers Co-operative Ass'n.—L. L. Gibboney.

Gaylord, Kan.—R. D. Hagadorn is mgr. of the newly acquired elvtr. of the Farmers Elvtr. Co.

Herington, Kan.—S. F. Hacker is building a 16x24 ft. iron clad warehouse in connection with his elvtr.

Vliets, Kan.—I am now sec'y and mgr. of the Farmers Union Business Ass'n.—H. B. Johnson, formerly at Axtell.

Republic, Kan.—The Brown & Wyman Grain Co. is now operating the elvtr. it recently acquired from J. W. Pinney.—X.

Winfield, Kan.—The Santa Fe Elvtr., which is a public house, is now leased to the Neola Elvtr. Co. and is in operation.—X.

Holyrood, Kan.—The Holyrood Grain & Supply Co. has bot the elvtr. of W. W. Smith & Son, and will take possession Dec. 1.

Trousdale sta. (Newton p. o.), Kan.—The office has been built and excavation made for the new elvtr. of the Farmers Elvtr. Co.

Wichita, Kan.—The Craig Winters Grain & Hay Co. has succeeded the Ray Grain Co. and has opened offices in the Board of Trade Bldg. Mr. Ray is with the new firm.

Oketo, Kan.—W. W. White is mgr. of the new elvtr. of the Farmers Elvtr. Co. A 50-h. p. Fairbanks-Morse Engine has been installed.

Coffeyville, Kan.—We have closed our office in this city on account of the poor crop in this territory.—B. Strong Grain & Coal Co., Wichita.

Montezuma, Kan.—I have been with the Morton Grain Co. at this station for the past 2 months.—M. J. Long, formerly at Forest City, Mo.

Paradise, Kan.—The C. E. Robinson Grain Co. has completed a 12,000-bu. studded iron clad elvtr. The White Star Co. had the contract.

Atchison, Kan.—John Cain, of the Wellington Mill & Elvtr. Co., is recovering from a serious injury to his knee. He will use crutches for some time.

Osgood sta. (no p. o.), Kan.—B. E. Young is agt. of our new 5,000-bu. elvtr. at this station.—H. L. Shellenberger, Genesee Grain Co., Genesee.

Maize, Kan.—The four-year-old daughter of Charles Doffmeyer, grain dealer, broke her leg when she fell from a fence on which she was playing.

Lawrence, Kan.—It is rumored that the Bowersock Mills & Power Co. are contemplating the erection of an elvtr. on the north side of the Union Pacific.

Hutchinson, Kan.—Thos. Rayl, a farmer, has erected a 28,000-bu. reinforced concrete elvtr., equipped with modern grain handling machinery, for his own use.

Jetmore, Kan.—I completed my new elvtr. Sept. 15 and it is now in operation. The Farmers Equity Exchange has finished its new elvtr. also.—M. W. Peterson.

Ransom, Kan.—We have placed E. L. Lamport in charge of our new 5,000-bu. elvtr. which is located on the Mo. Pac.—H. L. Shellenberger, mgr. Genesee Grain Co., Genesee.

Wilson, Kan.—The Wilson Mfg. & Elvtr. Co. has completed its new 200,000-bu. elvtr. and it is being connected with the mill. New machinery is being added and many improvements made.

Greenleaf, Kan.—P. E. Jackson, of Downs and myself, have taken over the 14,000-bu. elvtr. formerly owned and operated by H. L. Hammitt. I am mgr. of the house which has been repaired.—J. Heinen.

Fredonia, Kan.—We are out of the grain business at this station, as our elvtr. was totally destroyed by fire July 23. We will probably rebuild next spring.—I. B. Kirkpatrick, pres. Oswego Seed & Grain Co., Oswego.

Salina, Kan.—H. L. Stover, assistant state grain inspector for the past 2 years, has resigned, effective Oct. 1, because the state refused to give him an assistant. The Board of Trade circulated petitions asking for an assistant.

Farlington, Kan.—The new elvtr. of the Farlington Elvtr. Co. is equipped with a Sidney Sheller, Cleaner and Drag Feeders, Richardson Automatic Scale, Fairbanks Oil Engine and a steel manlift. The White Star Co. has the contract for the elvtr.

Topeka, Kan.—During August the state grain dep't inspected and weighed 13,770 cars of grain, compared with 7,075 cars in August, 1914. Fees collected totaled \$7,734.51, of which \$5,056.25 was collected thru the Kansas City office of the dep't.

Genesee, Kan.—Genesee Grain Co. incorporated; capital stock, \$25,000; incorporators, W. O. Dubbs, Peter Horchem and H. L. Shellenberger. The company recently completed a new 18,000-bu. elvtr., equipped with a power unloader, a 1,500-bu. cleaner, manlift, a 1,500-bu. car sink, a 1,500-bu. cleaner bin, 2 stands of elvtrs., one 1,200 bus. and the other 2,000 bus. The grain is received from 4 stations and unloaded for cleaning. The company has its own tracks with room for 10 cars of grain. Peter Horchem is pres., Chas. Shellenberger, vice-pres., Geo. Shellenberger, sec'y-treas., and H. L. Shellenberger, mgr.

Narka, Kan.—We have overhauled and enlarged our elvtr. and installed new machinery.—O. T. Vinsonhaler, mgr. Farmers Co-operative Grain & Supply Co.

Dodge City, Kan.—The Colorado Mlg. & Elvtr. Co., of Denver, Colo., is building a 200,000-bu. reinforced concrete elvtr., consisting of 8 tanks. Equipment includes a workhouse and handling machinery. The Finton Construction Co. has the contract.

Homer siding (Russell p. o.), Kan.—Equipment for the new elvtr. now under construction for the Shellabarger Mill & Elvtr. Co., of Salina, includes a Richardson Automatic Scale, Fairbanks Engine and a wagon scale. The White Star Co. has the contract.

Wichita, Kan.—Sec'y Sherman and Rollie Watson went for a ride in Mr. Watson's new automobile. It skidded and turned over twice. Mr. Watson escaped with minor injuries, while Mr. Sherman suffered a dislocation of his arm at the shoulder and many painful bruises.

La Cygne, Kan.—I have decided to build a 7,500-bu. square studded elvtr., consisting of 8 bins, instead of the house composed of silo clay blocks as I had intended. A 15-h. p. gasoline engine and an automatic scale will be installed. A. F. Roberts has the contract. Work was started Oct. 1.—W. J. Dyer.

Topeka, Kan.—The following have been admitted to membership in the Kansas G. D. Ass'n: Oswego Mlg. Co., Oswego; John H. Rust, Altamont; Good & Barber, Cummings; Union Grain Co., Hutchinson; Mentor Elvtr. Co., Mentor; C. W. Carson & Sons, Ashland; L. H. Pettit Grain Co. and Tabb Grain Co., Hutchinson; Gretna Grain Shipping & Merc. Co., Gretna; Equity Merc. Exchange, Bird City; Cedar Bluffs Lbr. Co., Cedar Bluffs; Farmers Grain & L. S. Co., Atwood; Clark Burdgrain Co., Wichita; Parrott Mlg. Co., Colby; Trego County Co-operative Ass'n, Collyer and Wakeeney; R. H. Howald, Halford; Farmers Elvtr. Co., Dorrance; Ellsworth County Farmers Union, Ellsworth; Farmers Elvtr. Co., Wilson; Thomas & De Young, Prairie View; Farmers Equity Exchange, McDonald; C. L. Frickey, Oberlin; Waid Waldo, Traer; Josiah Crosby & Son, St. Francis; J. A. Stinson, Kanona; Joe Hartter, Berwick; J. E. Barry, Traer; G. W. Bandt, Goodland; Kanarado Grain Co., Kanarado; Johnson Grain & Coal Co., Norton; Hardman Lumber Co., Wakeeney, and Ogallah Elvtr. Co., Ogallah, Kan.; and Citizens Lumber & Supply Co., Chester; Jesse James, Byron; Farmers Elvtr. Co., Hardy; Bloomington Equity Exchange, Bloomington; S. S. Crilly, Riverton; Marion Eq. Exch., Marion, and O. C. Thomas, Danbury, Neb.—E. J. Smiley, sec'y.

KENTUCKY

Sturgis, Ky.—Will Quinn has purchased an old building at Caseyville and will move the material here to be used in his new grain warehouse and corn bins.

Pineville, Ky.—The Pineville Feed & Grain Co. suffered a loss of about \$1,000 during a recent fire at its warehouse. The company carried \$400 insurance.

Newport, Ky.—George Keller, grain dealer, sustained a broken rib and other injuries when he fell between the platform and a car of hay which he was entering.

LOUISIANA

New Orleans, La.—The Board of Port Commissioners has accepted the bid for \$38,322.50 for the foundation of the proposed elvtr. and work will be started at once.

New Orleans, La.—During the worst storm this city has ever experienced the conveyors at Elvtrs. "A" and "B," which were being repaired, were blown down. The Chalmette Elvtr., which only contained about 100,000 bus. of grain, lost its shipping conveyor and drip sheds and had its drier badly damaged. It will be about 5 weeks before the damage can be re-

paired and the house put in operation. The elvtrs. at the Stuyvesant Docks were not damaged. Elvtrs. "D" and "E" loaded out grain the following morning.

New Orleans, La.—The Leverich Grain Co. has been incorporated with Henry Leverich as pres. He has managed the branch office of the Hall-Baker Grain Co. in this city for the past 15 years and will still retain this position as well as look after his new interests.

MARYLAND

Baltimore, Md.—Charles A. Wells and Henry A. Nichols have been admitted to membership in the Chamber of Commerce.—James B. Hessong, sec'y.

MICHIGAN

Onaway, Mich.—Arthur E. Starks will operate an elvtr. here.

Peck, Mich.—Middleton & Doelle have completed their new elvtr.

Hastings, Mich.—The Waters Bros. Elvtr. Co. has constructed a feed mill.

Honor, Mich.—The Honor Produce Co. has engaged in the grain and produce business.

Chesaning, Mich.—Geo. Miller has been elected pres. of the recently organized Co-operative Elvtr. Co.

Brent Creek, Mich.—The Brent Creek Elvtr. Co. has increased its capital stock from \$6,500 to \$15,000.

Elwell, Mich.—The Farmers Elvtr. Co. has built new coal sheds and made other improvements in its elvtr.

Grant, Mich.—J. H. Vandenbelt has traded his farm to John Osborn for his elvtr. Mr. Osborn will run the farm.

Breckenridge, Mich.—Burglars entered the office of the elvtr. of Crawford & Co. Sept. 20 and escaped with \$94 in cash.

Vernon, Mich.—The Michigan Mlg. Co. presented Charles Whelan, who recently resigned as mgr., with a check for \$100 for faithful service. He will spend the winter in California.

Emmett, Mich.—Frank Keough, former mgr. of the grain and bean elvtrs. of the defunct Richmond Elvtr. Co. at this station, has purchased the plants and will open them at once.

Milan, Mich.—The 20,000-bu. elvtr. for which the Auten-Camburn Co. let contract to A. H. Richner, was completed Sept. 24. Electric power has been installed as well as modern equipment.

Alma, Mich.—The Alma Grain & Lumber Co. sustained a loss of \$500 when a flue in the boiler blew out causing a fire which went thru the roof and spread on the dry stringers on the underside of it.

Pigeon, Mich.—No farmers elvtr. company operates here. There are only 2 elvtrs., one owned by Leipprandt Bros. and the other, which was formerly owned by Wallace & Orr and F. W. Merrick, is now operated by our company.—Pigeon Elvtr. Co.

Climax, Mich.—Chas. E. Litter, 40 years of age, employed on the construction of the new elvtr. of M. Griffith & Son, died Sept. 23 from a fractured skull, sustained in a fall from a scaffold the day before. The scaffold was only 8 ft. from the ground, but he fell backward, striking his head.

Following a conference between Governor Ferris, James W. Helme, dairy and food commissioner; State Market Master James McBride and representatives of state bean growers and jobbers, Sept. 23, it was announced that an effort would be made to have the federal authorities lift the ban on this state's bean crop, which was placed when it was discovered that the beans were affected with anthracnose. Governor Ferris, Commissioner Helme and J. W. Orr, of Saginaw, pres. of the State Bean Jobbers' Ass'n, will go to Washington soon to confer with officials of the federal agricultural department, and will endeavor to obtain at least partial relief for the state.

Richmond, Mich.—Negotiations are now pending for the sale of the elvtrs. of the defunct Richmond Elvtr. Co. here and at Columbus.

MINNESOTA

Waseca, Minn.—Everett, Aughenbaugh & Co. are building an elvtr.

Wylie, Minn.—The Hansen & Barzen Mlg. Co. has completed its new elvtr.

Spicer, Minn.—The Cargill Elvtr. Co. has no agt. at its elvtr. at this station.—P. M.

Imogene, Minn.—Harry Poulter is now agt. of the Independent Grain & Lumber Co.

Foxhome, Minn.—F. G. Myers will build an addition to his elvtr. and put in a feed mill.

Cleveland, Minn.—The Farmers Elvtr. Co. will have its new elvtr. completed soon.

Stillwater, Minn.—The Union Elvtr. Co. is reported to be in the hands of a receiver.

Barrett, Minn.—Work on the new elvtr. of the Barrett Grain Co. is progressing rapidly.

Delano, Minn.—E. E. Bartlett is planning the erection of an elvtr. and feed mill at Lyndale.

Darfur, Minn.—The Farmers Elvtr. Co. has built a residence which will be rented to the mgr.

Tenney, Minn.—The Osborne-McMillan Elvtr. Co. has completed a new elvtr. at this station.

Montevideo, Minn.—A new cleaner and an automatic scale have been purchased by the Farmers & Merchants Elvtr. Co.

Parkers Prairie, Minn.—I have bot a half interest in the elvtr. of G. H. Shoutz.—Math Kraemer, formerly agt. Kellogg Commission Co.

Plainview, Minn.—Gilchrist & Co., of McGregor, Ia., have bot the elvtr. of the Western Elvtr. Co., and placed J. L. Boelke in charge.—X.

Hamburg, Minn.—The Farmers Elvtr. Co. is converting the elvtr. it bot some time ago into a coal shed. The company also operates another elvtr.

Brown Valley, Minn.—The recently organized Equity Elvtr. Co. incorporated; capital stock, \$12,000; incorporators, John Toelle, S. A. Smith and others.

Elmore, Minn.—A. E. King, of Ledyard, Ia., is assisting at the elvtr. of the St. John Grain Co. here until the company's new elvtr. at Ledyard is erected.

Goodridge, Minn.—We operate 25,000-bu. elvtrs. at this station, Mavie and Silverton sta. (Thief River Falls p. o.).—Hanson & Barzen Mlg. Co., Thief River Falls.

Webster, Minn.—The Farmers Elvtr. Co. has opened its new elvtr. O. A. Docken, formerly with the Farmers Elvtr. Co. at Northfield, is with this company now.

Lowry, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Atlantic Elvtr. Co. and will operate it in connection with its own elvtr. Robert Hume has been placed in charge.

Marna, Minn.—The Western Elvtr. Co. has put in a new concrete foundation, shingled the driveway and installed new spouting and belts. The elvtr. is now in first-class condition.—J. M. Brown, agt.

St. Paul, Minn.—The state railroad and warehouse commission on Sept. 24 notified the proprietors of all general warehouses that unless they filed their bonds of \$50,000 and take out state licenses by Oct. 1 they will be subject to fines of not less than \$100 nor greater than \$500. The new law that puts all warehouses under the control of the commission went into effect Oct. 1. Formerly only the grain and produce warehouses were under their control.

DULUTH LETTER.

The Getchell-Tanton Co., of Minneapolis, has opened a branch office in this city with Earl W. Eames, who recently became a member of the Board of Trade, as mgr.

Original memberships in the Board of Trade will now be sold at \$5,000.

Victor Larson, foreman of Great Northern Elvtr. "S," died recently. The elvtr. was closed during the funeral services.

After loading 46,000 bus. of grain at the Capitol Elvtr., the steamer Mecosta developed a leak and was taken to Elvtr. "E" and unloaded. The outturn was within 5 bus. of the amount loaded in.

The following have been admitted to membership in the Board of Trade: Geo. F. Briggs, John F. Cross, Raymond E. Ebmer, R. P. Woodworth, H. J. Cross, R. A. Bissonnette and E. Rheinberger. The following memberships have been withdrawn: Otto Keusch, Walter C. Poehler, Howard W. Commons, G. G. Hartley, A. L. Ordean and H. J. Coney.—Chas. F. MacDonald, sec'y.

MINNEAPOLIS LETTER.

The A. J. Atkins Grain Co. has been incorporated with a capital stock of \$100,000.

The Armour Grain Co., of Chicago, Ill., has opened a private wire office in the old Chamber of Commerce.

The elvtrs. at the following points will be turned over to the Commander Elvtr. Co. and operated by it: Smiths Mill, Eagle Lake, Judson, Cambria, Walnut Grove and Arco, Minn.—B. B. Sheffield, vice-pres. Commander Mill Co.

The headquarters of the Hanson & Barzen Mlg. Co. are still at Thief River Falls, as in the past, the only change being that we have moved our general office to the Chamber of Commerce in this city.—J. B. Myrland, Montana & Dakota Grain Co.

The following have been admitted to membership in the Chamber of Commerce: W. D. Gregory on transfer from E. J. Phelps; W. H. Sudduth, from T. J. Thompson, and A. V. Van Bergen, from W. H. Graves. The Empire Mlg. Co. and O'Connor & Van Bergen have been granted firm membership privileges.

Traveling representatives' licenses have been issued to J. W. Greer to represent the Marfield Grain Co. and to O. K. Seller to represent the Scroggins-McLean Co. The following applications for licenses have been received, E. L. Lindgren to represent C. A. Malmquist & Co.; H. E. Diemer to represent the Victoria Elvtr. Co., and Martin Jacobs to represent McCarthy Bros. Co.

MISSOURI

Bland, Mo.—Louis Luchsinger will operate the elvtr. of A. F. Aufderheide under lease.

Sweet Springs, Mo.—Farmers are forming a company, with a capital stock of \$15,000, to build or buy an elvtr.

Forest City, Mo.—M. J. Long, formerly buyer for the St. Joseph Hay & Grain Co., has removed to Montezuma, Kan.

Houstonia, Mo.—The Farmers Elvtr. Co., organized by S. E. Houchen, M. D. Smith and L. H. Stiles, will build a 10,000-bu. elvtr.

Golden City, Mo.—Frank H. Weaver is in the grain business here. We bot the 2 elvtrs. of H. H. Steele & Co. July 1.—J. P. McMillen, mgr.

St. James, Mo.—O. P. Watson has bot a half interest in the elvtr. of W. S. Murry and the business is now operated under the name of Murry & Watson.

Webb City, Mo.—The Ball & Gunning Mlg. Co. is building a warehouse addition to its plant. The boiler house has been wrecked to make room for the new building.

St. Joseph, Mo.—Our new 125,000-bu. elvtr., which we expect to have completed by Nov. 20, will give us a total capacity of 450,000 bus.—Burlington Public Elvtr. Co.

Charleston, Mo.—Grain dealers from the southeastern part of this state met here Oct. 8 to organize to protect their interests. Some of the grain men of Cairo, Ill. were in attendance.

Oran, Mo.—B. C. Merriwether, of Ballard, Ky., has engaged in the grain business here.

Forest City, Mo.—The recently incorporated Farmers Elvtr. Co. has taken over the elvtr. of the Landers Mill & Elvtr. Co. and will install the latest improvements. G. W. Carter, of Clarinda, will be sec'y and general mgr.

KANSAS CITY LETTER.

John I. Glover has moved his offices to the Glover Bldg.—P. M.

Stockholders in the old Board of Trade Clearing Co. were recently paid the fourth dividend of \$50 a share.

A. R. Ware, former chief grain inspector of the Board of Trade, and W. J. Graham are traveling in Kansas for Smith-Vincent & Co.

We have closed our branch office here as the crops thruout this territory were badly damaged.—B. Strong Grain & Coal Co., Wichita, Kan.

The Neola Elvtr. Co. has equipped its new office in the Glover bldg. with steel furniture and other accessories and now has the finest grain office in the city.

Electricity will be used exclusively for motive power in the large elvtr. which the Norris Grain Co. has under construction. No boiler or engine room will be constructed.

A movement to establish type samples of wheat at all the elvtrs. in this city has been started by A. L. Ernst, of the state grain appeals com'te. He has conferred with the local elvtr. men and chief grain inspectors of the Kansas and Missouri grain inspection depts. A movement for the establishment of a system of future trading in kafir corn, milo maize and feterita will be started in the near future.

ST. LOUIS LETTER.

The Hunter Grain Co. is enlarging its offices in the Pierce Bldg.

W. H. Perrine & Co., of Chicago, Ill., have opened an office in the Merchants Exchange Bldg. with U. G. Hunn in charge.

The following have applied for transfers of membership in the Merchants' Exchange: D. S. Riddle, of the Middle Fern Mlg. Co.; Howard H. Logan, of Logan & Bryan; C. B. Oakley; G. F. Hawley, of Langenberg Bros. Grain Co., and Clifford Corneli, of the Schisler-Corneli Seed Co.

MONTANA

Columbus, Mont.—L. Doane Dixon is prop. of the Columbus Elvtr. Co.

Wilsall, Mont.—The Valley Grain Co. is building an addition to its elvtr.

Belt, Mont.—The Equity Co-operative Ass'n has completed its new elvtr.

Comertown, Mont.—The Atlantic Elvtr. Co. has bot the elvtr. of George Onstad.

Buffalo, Mont.—Contract has been let by the Montana Elvtr. Co. for its new elvtr.

Ollie, Mont.—O. D. Brault, of Beach, N. D., is building an elvtr. at this station.

Comertown, Mont.—The new 25,000-bu. elvtr. of the Farmers Elvtr. Co. has been finished.

Ulm, Mont.—The Sheridan Mfg. Co., of Sheridan, Wyo., has started work on a 5,000-bu. elvtr.

Winifred, Mont.—The erection of an elvtr. is being discussed by the Farmers Equity Society.

Square Butte, Mont.—R. E. Champlin is mgr. of the new elvtr. of the Equity Co-operative Ass'n.

Ethridge, Mont.—An elvtr. will be erected here by the International Elvtr. Co., of Duluth, Minn.

Mondak, Mont.—The Farmers Elvtr. Co. has been incorporated with A. P. Rounce as pres. and G. D. Gleason as mgr.

Hysham, Mont.—Ladd & Nelson are still planning the erection of an elvtr. but, on account of the lateness of the season, will not build until next year.—W. P. Ladd, Billings.

Helena, Mont.—Work on a 25,000-bu. grain elvtr. and seed cleaning plant for the T. C. Power Co. has been started.

Havre, Mont.—The Farmers Co-operative Ass'n has remodeled its elvtr. and built a large warehouse for grain, seed and flour.

Dillon, Mont.—The recently organized Farmers Co-operative Ass'n has bot the elvtr. of the Beaverhead Elvtr. Co. for \$9,000.

Geyser, Mont.—O. Buckner, formerly with the Montana Central Elvtr. Co. is now buying grain on track on his own account.—E. Mundall.

Maudlow, Mont.—The Hawkeye Elvtr. Co. has been incorporated by J. L. McCaull, R. A. Dinsmore and others to buy grain at this station.

Wibaux, Mont.—The Northside Elvtr. Co. has succeeded the J. C. Kinney Elvtr. Co. and David Baird is mgr.—H. B. Hansen, mgr. Wibaux Elvtr. Co.

Deer Lodge, Mont.—W. F. March, mgr. of the Deer Lodge Valley Elvtr. Co., was severely injured when he was caught on a set screw of a pulley shaft.

Reed Point, Mont.—The recently organized Reed Point Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, John T. Oliver, R. B. Hiner and others.

Phillipsburg, Mont.—B. F. Thurston, mgr. and stockholder of the Granite County Mlg. & Elvtr. Co., has severed his connection and has leased a mill at Harrison.

Intake, Mont.—The Farmers Grain Co. has bot the elvtr. of the Eastern Montana Elvtr. Co. The other elvtr. at this place is operated by the Occident Elvtr. Co.—X.

Plains, Mont.—Huot & Banschbach, operating an elvtr. and mill as the Plains Flour Mill Co., have dissolved partnership and the business will now be conducted by Francis Huot.

Billings, Mont.—The Rocky Mountain Elvtr. Co., of Minneapolis, Minn., has been incorporated in this state with a capital stock of \$100,000. It is its intention to build a string of elvtrs. on the High Line, including one at Havre.

Lambert, Mont.—We operate a 35,000-bu. elvtr. at this station and 25,000-bu. elvtrs. at Whatley sta. (Nashua p. o.) Hingham and Tampico, in addition to those listed in the list of Rocky Mountain Grain Dealers.—Montana & Dakota Grain Co., Minneapolis, Minn.

Harlem, Mont.—The St. Anthony & Dakota Elvtr. Co., which operates a large elvtr. here, has started the erection of a new 25,000-bu. house which will be in charge of W. M. Nelson. The Imperial Elvtr. Co. and the Harlem Mlg. Co., which recently let contract for elvtrs., are rushing the construction and, if the proposed farmers elvtr. is built, it will be the sixth elvtr. for this station.

Stanford, Mont.—I have been in the grain business for about 18 years. I was with the Phoenix Mill Co. at Herman and Minneapolis, Minn., for 5 years, with the Cargill Elvtr. Co. for 6 years and the St. Anthony & Dakota Elvtr. Co. for 1 year at Havana, N. D., with the Montana Central Elvtr. Co. for 3 years and am now and was for the past 3 years sec'y and mgr. of the Farmers Elvtr. Co. at this place. We have now a very good organization in the Northwestern Grain Dealers Ass'n and our membership is increasing all the time.—H. S. Anderson, sec'y.

Savage, Mont.—The Farmers Co-operative Ass'n has its new elvtr. in operation. It is a splendid plant and has a large working floor and cupola and 2 legs. A feed mill will be installed later. The basement is of concrete with plenty of room for a man to oil machinery. The iron boots set on a concrete floor, eliminating the usual cramped iron pan boot pit. Equipment includes a 15-h. p. Fairbanks-Morse Gasoline Engine, Fairbanks Automatic Scales, manlift and cleaner. The plant cost \$7,350 and was put up with an eye on the fire insurance cost. A. B. Anderson is mgr.—E. F. Holloran, Fairview.

Whitetail, Mont.—The recently incorporated American-Canadian Farmers Co. has secured a site on the Soo R. R. on which to build its bins, office and scales.

NEBRASKA

Rising City, Neb.—This station has no farmers elvtr.—B.

Barneston, Neb.—Farmers are organizing an elvtr. company.

Grant, Neb.—The Farmers Elvtr. Co. has been incorporated.

Marquette, Neb.—The Shannon Grain Co. is making repairs on its elvtr.

Homer, Neb.—John Davis resigned Oct. 1 as mgr. of the Farmers Elvtr. Co.

Touhy, Neb.—James Frohner is now managing an elvtr. at this station.

Edison, Neb.—Ben Phillips is the new agt. for the E. Stockham Grain Co.

York, Neb.—An old frame building, owned by the Updike Grain Co., burned recently.

Blue Hill, Neb.—A moisture tester will be installed in the elvtr. of the Farmers Elvtr. Co.

Mitchell, Neb.—W. L. Davis, of Utica, has secured a position in the elvtr. of W. H. Ferguson.

Valley, Neb.—J. V. Lentell, mgr. of the Farmers Co-operative Co., is building a new residence.

Cedar Bluffs, Neb.—Roger Gorman has secured a position with the Nye Schneider Fowler Co.

Scribner, Neb.—John Oatman, of Crowell, is now with the Crowell Lumber & Grain Co. at this point.

Holdrege, Neb.—The Central Nebraska Elvtr. Co. will hereafter operate as the Nebraska Grain & Mfg. Co.

Foley sta. (David City p. o.), Neb.—The elvtr. of the Farmers Grain Co. has been improved to the extent of \$1,000.

Sutton, Neb.—Mr. Pope has succeeded Chas. Scherwitz, who recently resigned as mgr. of the Farmers Elvtr. Co.

Loomis, Neb.—Work is progressing rapidly on the new elvtr. under construction for the Loomis Mfg. & Grain Co.

Wakefield, Neb.—The Crowell Lumber & Grain Co. has taken out warehouse licenses for its elvtr. here and at Petersburg.

Albion, Neb.—August Rathejen, mgr. of the Farmers Elvtr. Co., was married Sept. 23 to Miss Amanada Jones, of Seward.

Millerton, Neb.—I will operate the elvtrs. I bot at this place and Rising City under my own name.—C. B. Barker, Rising City.

Bloomington, Neb.—Claude Wilmot has succeeded E. W. Peterson, who recently resigned as mgr. of the Farmers Elvtr. Co.

Beatrice, Neb.—We are undecided about rebuilding our plant which burned last year.—Nebraska Corn Products Co., Lincoln.

Wilcox, Neb.—We are repairing our elvtr. and expect to renovate the interior of the house.—Duff Grain Co., Nebraska City.

Bertrand, Neb.—The farmers are planning to form a company and buy an old flour mill which will be converted into an elvtr.

Wisner, Neb.—A farmers elvtr. company is being formed to buy the elvtr. of the Nye Schneider Fowler Co. or build a new house.

Benedict, Neb.—Lightning rods have now been placed on the elvtr. of the Farmers Elvtr. Co. which was struck by lightning in August.

Kimball, Neb.—I have taken charge of the grain dept. of the Farmers Lumber & Grain Co.—E. W. Peterson, formerly at Bloomington.

Brainard, Neb.—Wm. Malovec, of Howells, has succeeded Chas. F. Moriarity, who recently resigned as mgr. of the Farmers Grain Co. to accept a position with a grain company at Omaha.

Shea, Neb.—A. G. Johnston, who formerly managed our elvtr. at Deweese, has been transferred to our elvtr. here.—Lincoln Grain Co., Lincoln.

Stromsburg, Neb.—J. A. Olson is mgr. of the recently incorporated Farmers Grain Ass'n. The company took over the elvtr. of the T. B. Hord Grain Co.

Magnet, Neb.—The L. Jones Grain Co., which recently took over the elvtr. of the defunct P. B. Mann-Anchor Co., has retained W. R. Dodson as mgr.

Duncan, Neb.—Our 22,000-bu. elvtr. is nearing completion and will be ready for operation about Nov. 1.—Henry Blake, sec'y Farmers Business Ass'n.

Deweese, Neb.—Charles Scherwitz, formerly mgr. of the Farmers Elvtr. Co. at Sutton, has succeeded A. G. Johnston as our agt. here.—Lincoln Grain Co., Lincoln.

Hastings, Neb.—The E. Stockham Grain Co. has taken out warehouse licenses for its 6 elvtrs. located at this city, Fairfield, Mt. Clare, Ragan, Bloomington and Phillips.

Dodge, Neb.—The Dodge Mfg. Co. has let contract for a 50-bbl. mill and feed and meal equipment. A building to accommodate grain storage and the mill will also be constructed.

Bartley, Neb.—Our elvtr. will be modern in every respect when we have completed repairs on it. We have added bin room and are installing a manlift.—Duff Grain Co., Nebraska City.

Howell, Neb.—Farmers Lumber & Grain Co. incorporated; capital stock, \$25,000; incorporators, Emil E. Brodecky, Jos. A. Evert and others. The company recently took over an elvtr. here.

Concord, Neb.—The Crowell Lumber & Grain Co. has succeeded the Benson Grain Co. Brenmann & Fuoss operate an elvtr. and the Rodebaugh Grain Co. has an elvtr. which is closed now.—X.

Hastings, Neb.—The McCaull-Dinsmore Co., of Minneapolis, Minn., has closed its office here and B. J. Dodge, who was mgr., has been transferred to the company's office at Devils Lake, N. D.

Bluehill, Neb.—The Updike Grain Co. will not rebuild its elvtr. which was destroyed Sept. 22 by fire of unknown origin. It had recently been repaired and painted. The loss was \$7,000, covered by insurance.

Weeping Water, Neb.—J. E. Olson and Otto Ring, formerly connected with the Elmwood Mill & Elvtr. Co., have purchased the plant of J. H. Kling who will retire from business. Numerous improvements will be made.

Lincoln, Neb.—The railway commission has granted warehouse licenses to the Nebraska-Iowa Grain Co. for elvtrs. at Lyman, Sutton and McCool Jctn. and to the Hynes Elvtr. Co. for its elvtrs. at Trumbull and Fairmont.

Axtell, Neb.—The Axtell Grain & Elvtr. Co. has installed a Richardson Automatic Scale in its elvtr. The cupola has been raised and other improvements made. The company will handle coal and other commodities in connection with its grain business.

Milldale, Neb.—The Milldale Improvement Co. will have its new elvtr. in operation in 3 or 4 days. The Finchville Elvtr. Co., of Finchville, also has one at a non agency station. The billing will be handled here when track accommodations are received. Each elvtr. has a capacity of 11,500 bus. and is situated on the Union Pac.—X.

NEW ENGLAND

New Bedford, Mass.—Napoleon Ricard has bot the grain business and other property of P. Foisy for \$30,000.

Portland, Me.—Kensell & Tabor, who have been handling grain and feed in car lots for 50 years, have closed their office and retired from business.

Hinsdale, Mass.—C. A. Pierce is building a grain elvtr. and grist mill which he will operate in connection with his coal business.

Clinton, Mass.—The Wallace Grain Co.'s office was entered by thieves who only secured about 50 cents.

Lee, Mass.—The North Adams Flour & Grain Co., of North Adams, has bot the grain business of Martin Euhler.

NEW MEXICO

Abbott, N. M.—The Wilson Co. is building 7,000-bu. elvtrs. at this station, Roy and Mosquero. These towns are on the Dawson branch of the El Paso & Southwestern R. R.—C. A. Sawyer, sec'y Wilson Land & Grain Co., Arcade, N. Y.

Mills, N. M.—The Wilson Co. is incorporated under the laws of New Mexico with a capital stock of \$30,000. The stockholders are the same as those of the Wilson Land & Grain Co., with the exception of J. J. Mann, who owns a small amount of stock in the Wilson Co. The company is building a 75-bbl. mill and elvtr. here.—C. A. Sawyer, sec'y Wilson Land & Grain Co., Arcade, N. Y.

NEW YORK

New York, N. Y.—George Henry Martin, a grain broker, died Sept. 29 of heart disease.

Troy, N. Y.—The Boutwell Mfg. & Grain Co. has its new mill and elvtr. almost completed.

Syracuse, N. Y.—The Syracuse Mfg. Co. will erect a grain storage building at a cost of \$5,300.

Buffalo, N. Y.—Nowak & Son will build an addition to the boiler house at its grain and feed plant.

Jordan, N. Y.—Jordan Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, Karl G. and R. Wormith and others.

Corfu, N. Y.—W. L. Ayrault, with Belden & Co., Inc., Attica, has leased the flour mill here and is installing grain and bean handling machinery.

New York, N. Y.—Gross Bros., non-members of the Produce Exchange, have been denied representation on the floor thru any member of the exchange.

Buffalo, N. Y.—The Archer-Daniels Co., which recently filed plans for a new elvtr., will erect a linseed mill, pumphouse and warehouse, at a cost of about \$47,200.

Buffalo, N. Y.—Thomas McFaul, grain dealer and stock broker, died Sept. 29 at the age of 86. He was a member of the Chicago Board of Trade for many years.

New York, N. Y.—Wilhelm Kleeberg, of Dusselberg, Germany, and Ludwig Deetjen have applied for membership and Franklin L. Lewi has been admitted to membership in the Produce Exchange.

Great Neck, N. Y.—The Elmhurst Coal Co. has been incorporated with a capital stock of \$125,000 by Bernard Suydam, of Elmhurst, J. E. Meyer, of this city, and others, to conduct a grain, coal and commission business.

Salamanca, N. Y.—The Chesbro Mfg. Co. lost its plant by fire Sept. 25. The loss on the building is \$65,000 and \$25,000 on the grain and flour which is fully covered by insurance. The fire, which started in the bottom of the elvtr. is thot to have been due to a dust explosion. The plant may be rebuilt.

NORTH DAKOTA

Fort Clark, N. D.—Martin Strand is building an elvtr. here.

Enloe, N. D.—I am agt. of the National Elvtr. Co.—Oliver Boime.

Christine, N. D.—The Crown Elvtr. Co. has no agt. here now.—P. M.

Hazen, N. D.—I am now agt. of the Powers Elvtr. Co.—S. H. Stewart.

Forbes, N. D.—I am now mgr. of the Farmers Elvtr. Co.—E. C. Ganser.

Elliott, N. D.—I am now mgr. of the Farmers Elvtr. Co.—L. H. Miller.

Considine, N. D.—I am now agt. of the Imperial Elvtr. Co.—Harold Musjerd.

Norma, N. D.—I am now agt. of the Minnekota Elvtr. Co.—O. B. Sorenson.

Ardoch, N. D.—The Woodworth Elvtr. Co. has no agt. here at present.—P. M.

Dickinson, N. D.—I am now agt. of the Russell-Miller Mlg. Co.—B. S. Davidson.

Crystal Springs, N. D.—I am now agt. of the Powers Elvtr. Co.—F. W. Palmer.

Werner, N. D.—The Hart Elvtr. Co. will build a new elvtr.—Chas. E. Mutschler.

Odesa, N. D.—I am now mgr. of the Farmers Equity Exchange.—John O'Neil.

Dore, N. D.—I am managing the elvtr. of the Farmers Elvtr. Co.—J. P. Havens.

Manvel, N. D.—I am now agt. of the St. Anthony & Dakota Elvtr. Co.—U. E. Curry.

Grafton, N. D.—I have succeeded Larson & Miller at this station.—John M. Larson.

Hebron, N. D.—Fred Klein is now agt. of the Powers Elvtr. Co.—Fred Braun, Jr.

Charbonneau, N. D.—L. A. Mills is now mgr. of our company.—Farmers Elvtr. Co.

Finley, N. D.—I am now mgr. of the Farmers Grain & Elvtr. Co.—R. N. Stangeland.

Bisbee, N. D.—The Anchor Grain Co. has no agt. at its elvtr. at this station.—P. M.

Ayr, N. D.—C. M. Wurm is mgr. of the 2 elvtrs. of the Farmers Elvtr. Co.—Wm. Halter.

Forman, N. D.—I am now agt. of the Osborne-McMillan Elvtr. Co.—I. G. Armstrong.

Olmstead, N. D.—I am mgr. and buyer of the Frank E. Fee Elvtr. Co.—Isaac Byers.

Davenport, N. D.—I am now agt. of the St. Anthony & Dakota Elvtr. Co.—C. R. Johnson.

Stanton, N. D.—The Cruden Grain Co. has been incorporated with a capital stock of \$10,000.

Blanchard, N. D.—No agt. is in charge of the elvtr. of the Great Western Grain Co.—P. M.

Warwick, N. D.—W. H. Bifold has succeeded J. C. Smith as mgr. of the Farmers Elvtr. Co.

Brinsmade, N. D.—The Farmers Elvtr. Co. has been out of business at this station for some time.

Grand Rapids, N. D.—Our elvtr. at this station is not open.—Andrews Grain Co., Minneapolis, Minn.

Mason sta. (Amenia p. o.), N. D.—I am now agt. of the Amenias & Sharon Land Co.—H. L. Kuebler.

Flora, N. D.—I have succeeded C. B. Lamen as agt. of the Great Western Grain Co.—A. J. Hallquist.

Barney, N. D.—I am mgr. of the Farmers Elvtr. Co. which operates 2 elvtrs. here.—Guido Rudolph.

Alice, N. D.—N. C. Welter is now agt. of the Andrews Grain Co.—H. A. Ziegler, agt. Monarch Elvtr. Co.

Foxholm, N. D.—John Gruber is now agt. of the Occident Elvtr. Co.—M. W. Early, mgr. Farmers Elvtr. Co.

Lankin, N. D.—The Spaulding Elvtr. Co. has placed Dolph Gollett in charge of its elvtr.—Ruzicka Elvtr. Co.

Orr, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co., which burned some time ago, has not been rebuilt.

Great Bend, N. D.—H. A. Lubenow, formerly with the Farmers Elvtr. Co. is now with the Monarch Elvtr. Co.

Juanita, N. D.—R. L. Kempf is now agt. of the Minnekota Elvtr. Co.—G. M. Allen, mgr. Equity Elvtr. & Trading Co.

Kintyre, N. D.—H. W. Allen is mgr. of the elvtr. of the Braddock Elvtr. Co. at this station as well as at Braddock.

Eckman, N. D.—Lee Bohn is now agt. of the Atlantic Elvtr. Co. and I am agt. of the Canton Grain Co.—M. J. Mullins.

Fingal, N. D.—The elvtr. of the Osborne-McMillan Elvtr. Co. has been removed.—P. M. Hones, mgr. Farmers Elvtr. Co.

Ives, N. D.—We have retained H. E. Vance as buyer at our recently acquired elvtr.—Farmers Equity Union, Rhame.

Bentley, N. D.—F. F. Weshner is now mgr. of the Bentley Equity Exchange.—John J. Huber, agt. Columbia Elvtr. Co.

Fessenden, N. D.—Chas. F. Buerge is now agt. of the Minnekota Elvtr. Co.—A. L. Tallman, agt. Regan & Lyness Elvtr. Co.

Dazey, N. D.—I am the new agt. of the Monarch Elvtr. Co. H. M. Olsen is agt. of the North Dakota Grain Co.—S. Olson.

Colgate, N. D.—The Cargill Elvtr. Co. has reopened its elvtr. with Bert Chidister as agt.—E. P. Curtis, mgr. Farmers Elvtr. Co.

Bremen, N. D.—A. C. Engelstedt is now agt. of the St. Anthony & Dakota Elvtr. Co.—C. E. Hedstrom, mgr. Equity Elvtr. Co.

Hague, N. D.—I have bot the elvtr. of the Crown Elvtr. Co. John Vennudt is now agt. of the Columbia Elvtr. Co.—J. M. Schatz.

Wyndmere, N. D.—Mr. Nelson is now agt. of the Osborne-McMillan Elvtr. Co.—Wm. G. Haffner, mgr. Farmers Elvtr. Co., Hazen.

Auburn, N. D.—Larson & Miller have leased their 12,000-bu. elvtr. to the Farmers Elvtr. Co. for this year.—J. M. Larson, Grafton.

Kloten, N. D.—T. J. Moore is now agt. of the 40,000-bu. elvtr. of the Kloten Grain Co.—Tom S. Wiley, agt. Winter-Truesdell-Ames Co.

Havana, N. D.—The Farmers Grain Co. has engaged J. E. Johnson as mgr. and buyer.—O. C. Beck, agt. Norman & Mohn Elvtr. Co.

Neche, N. D.—The Dodge Elvtr. Co. has succeeded the Acme Grain Co.—N. J. Beaudine, agt. St. Anthony & Dakota Elvtr. Co.

Moselle sta. (Wyndmere p. o.), N. D.—Wm. G. Haffner, formerly with the Osborne-McMillan Elvtr. Co., is now located at Hazen.

Antler, N. D.—Adam Cranston is now mgr. of the Farmers Elvtr. Co. and S. B. Wescott is agt. of the National Elvtr. Co.—M. D. Dyar.

Hannaford, N. D.—C. E. Jackson is now agt. of the 30,000-bu. elvtr. of the Ely-Salyards Co.—M. Markuson, agt. N. J. Olsen & Sons.

Battleview, N. D.—P. J. Green is now agt. of the St. Anthony & Dakota Elvtr. Co.—H. E. Wicklund, mgr. Farmers Elvtr. & Trading Co.

Clements ville, N. D.—W. J. Kline is now agt. of the Winter-Truesdell-Ames Co. and I am agt. of the Woodworth Elvtr. Co.—H. T. Morrow.

Coulee, N. D.—Jim Morrow is now mgr. of the Farmers Elvtr. Co. and I am agt. of the St. Anthony & Dakota Elvtr. Co.—E. M. Loveland.

Edmunds, N. D.—Roy Hall is agt. of the Hammer-Halvorsen-Beier Elvtr. Co. at the present time.—H. B. Wescom, agt. Occident Elvtr. Co.

Benedict, N. D.—J. Nieman is now agt. of the Northland Elvtr. Co. G. B. Martin is operating an elvtr. here.—W. R. Setley, agt. B. G. Southall.

Belmar sta. (Willow City p. o.), N. D.—I am now agt. of the Acme Grain Co. which operates the only elvtr. at this station.—Fred Jenrich.

Enderlin, N. D.—New agts. at this point are: Jos. Paffer for the Atlantic Elvtr. Co. and myself for the Osborne-McMillan Elvtr. Co.—C. A. McBride.

Fillmore, N. D.—We have only 3 elvtrs. now, as the Osborne-McMillan Elvtr. Co. is out of business here.—P. Almos, agt. Minnekota Elvtr. Co.

Mandan, N. D.—A. Lanterman, prop. of the Haight Lumber & Machinery Co., took over the elvtr. of the Great Western Grain Co., when his house burned 2 years ago. Ed. Jesky is agt. A. Rossbach is agt. of the Russell-Miller Mlg. Co. and E. A. Newhauser is agt. of the Occident Elvtr. Co.

Grand Forks, N. D.—A. G. Sorlie owns an elvtr. which he uses for a warehouse in distributing feed.—P. J. Kavanaugh, mgr. Russell-Miller Mlg. Co.

Dunn Center, N. D.—A. L. Nilson is agt. of the Powers Elvtr. Co. which has succeeded the E. J. Horne Co.—H. B. Hanson, agt. Occident Elvtr. Co.

Geneseo, N. D.—The Thorpe Elvtr. Co. closed its elvtr. last December and it has not been opened since.—Oscar Otterson, agt. Cargill Elvtr. Co.

Blaisdell, N. D.—The recently incorporated Farmers Co-operative Elvtr. Co. is a reorganization of the old Farmers Elvtr. Co.—M. A. Arnett, mgr.

Hamar, N. D.—O. E. Hanson is now agt. of Cullen Bros. L. G. Cowie is sec'y and treas. and I am mgr. of the Farmers Elvtr. Co.—Peter Knapp.

Aymer sta. (Anamoose p. o.), N. D.—I own the only elvtr. at this station which is operated under the name of the Farmers Elvtr.—W. N. Goodlaxon.

Prosper, N. D.—C. H. Hancock is now mgr. of the Equity Elvtr. & Trading Co. and I am mgr. of the Farmers Elvtr. Co. of Prosper.—J. H. Potter.

Nortonville, N. D.—Del Manning is now agt. for F. C. Rector. Chas. Ralph, of Edgeley, is operating a 30,000-bu. elvtr. here.—Nortonville Elvtr. Co.

Greene, N. D.—The Minnekota Elvtr. Co. operates a 30,000-bu. elvtr. at this station. I am now mgr. of the Mouse River Farmers Elvtr. Co.—Milo Billings.

Flaxton, N. D.—Fred Carter, Jr., formerly agt. of the Royal Elvtr. Co., has taken over the elvtr. O. S. Hall is now agt. of the Occident Elvtr. Co.

Lansford, N. D.—John Hanson is mgr. of the recently acquired elvtr. of the Hanson Grain Co. and I am agt. of the Occident Elvtr. Co.—J. D. O'Keeffe.

Glenfield, N. D.—Paul Engstrom is now managing the 40,000-bu. elvtr. of the Farmers & Merchants Elvtr. Co.—John A. Ahrens, agt. Minnekota Elvtr. Co.

Rocky Butte (Beach p. o.), N. D.—Farmers Grain Co. incorporated; capital stock, \$15,000; incorporators, F. J. Hill, S. S. Horn and W. A. Sprague, of Beach.

Forfar sta. (Lansford p. o.), N. D.—N. Soper is now agt. of the Cargill Elvtr. Co. and I am agt. of the St. Anthony & Dakota Elvtr. Co.—Chas. F. Adams.

Hastings, N. D.—L. M. Oppard is now agt. of the Andrews Grain Co. and O. Hagen is mgr. of the Farmers Elvtr. Co.—Anton Arvis, agt. Dodge Elvtr. Co.

Calio, N. D.—H. A. Moore is now agt. of the Northland Elvtr. Co. and V. C. Haan is agt. of the Atlantic Elvtr. Co.—Leo L. Kruchten, agt. Minnekota Elvtr. Co.

Eldridge, N. D.—The Occident Elvtr. Co. has opened its elvtr. with Wm. Voelz as agt. I am agt. of the 75,000-bu. elvtr. of the Powers Elvtr. Co.—R. C. Merrill.

Dewar sta. (Fordville p. o.), N. D.—We have a scoop shoveler at this station. The Atlantic Elvtr. Co. is the only company operating an elvtr.—John Bazal, agt.

Gladstone, N. D.—The Gladstone Equity Exchange, of which Matt Wehner is mgr., has succeeded the Farmers Elvtr. Co.—Herman Ehlert, agt. Powers Elvtr. Co.

Coteau, N. D.—The National Elvtr. Co. has closed its elvtr. L. Barmuth is now mgr. of the Farmers Elvtr. Co.—J. P. Doyle, agt. St. Anthony & Dakota Elvtr. Co.

Kennaston, N. D.—The recently incorporated Kenaston Farmers Elvtr. Co. will operate the elvtr. of the old Kenmare Farmers Elvtr. Co. on the co-operative plan.

Balta, N. D.—This place was formerly called Egan sta. (Fillmore p. o.). Klein & Fettig have entered the grain business. We have three 25,000-bu. elvtrs. here, operated by the Osborne-McMillan Elvtr. Co., Klein & Fettig and our company.—Albert Maurer, agt. Northwestern Farmers Elvtr. Co.

Edgeley, N. D.—R. D. Turney is now agt. of the Andrews Grain Co., Wm. Organ is mgr. of the Farmers Elvtr. Co. and I am agt. of the Powers Elvtr. Co.—Val C. Meyer.

Denhoff, N. D.—The following firms operate elvtrs. here: W. F. Ahlbrecht; J. E. Stephens with I. G. Moats as agt., and F. F. Finnegan with myself as agt.—W. J. Hirning.

Fargo, N. D.—Herbert O. Mott, former mgr. of the branch office of C. E. Lewis & Co., of Minneapolis, Minn., has been promoted to a position at the company's headquarters.

Kensal, N. D.—O. Tesslo is now agt. of the Osborne-McMillan Elvtr. Co. The Royal Elvtr. Co. has wrecked its elvtr. and removed it from this station.—Farmers Elvtr. Co.

Hazen, N. D.—We intend to build a flour house and coal sheds in connection with our 40,000-bu. elvtr. which has been completed.—Wm. Haffner, mgr. Farmers Elvtr. Co.

Pisek, N. D.—The Hoover Grain Co. has bot the elvtr. and mill of the Pisek Roller Mills and Jos. W. Sobolik is agt.—Jos. H. Pavak, agt. St. Anthony & Dakota Elvtr. Co.

New England, N. D.—H. C. Hanson has succeeded E. S. Curry as agt. of the Empire Elvtr. Co. and Howard Walters is now agt. of the Geo. C. Bagley Elvtr. Co.—E. J. Freeman.

Golva sta. (no p. o.), N. D.—The Dakota-Western Farmers Elvtr. Co., of Beach, has erected an elvtr. here and placed Duncan McPhee in charge.—M. C. Egan, Beach.

Dahlen, N. D.—New agts. at this station are: C. H. Hansen for the Northland Elvtr. Co., and Theo. Dahlen for the Minnekota Elvtr. Co.—Wm. Anton, mgr. Farmers Elvtr. Co.

Cavalier, N. D.—The Cavalier Mfg. Co. has bot the 20,000-bu. elvtr. of the State Elvtr. Co. and has engaged Dave Ruby as buyer.—E. F. Hamilton, agt. International Elvtr. Co.

Epping, N. D.—The Occident Elvtr. Co. is operating a 25,000-bu. elvtr. with S. J. Swanson as agt. No agt. is in charge of the Cullen Elvtr. Co. This station has no scoop shovelers.

Niobe, N. D.—L. N. Brandberg is now agt. of the Rugby Mfg. Co. W. J. Evans is operating a 30,000-bu. elvtr. with C. F. McDonald as agt.—V. A. Fleckten, agt. N. J. Olsen & Sons.

Ambrose, N. D.—Barlard & Sampson are out of the grain business at this station. Wm. Gehrke has succeeded Carter & Gehrke. I am agt. of the Northland Elvtr. Co.—O. I. Oleson.

Mekinoch, N. D.—The elvtr. of the Monarch Elvtr. Co. has been closed since March, 1913. Mr. Berg is now agt. of the Andrews Grain Co.—Thos. Thorson, mgr. Farmers Elvtr. Co.

Mayville, N. D.—We have leased the elvtr. of the St. Anthony & Dakota Elvtr. Co. which will be conducted in addition to our own house.—V. H. Fuller, agt. Great Western Grain Co.

Buttville, N. D.—New agts. at this station are: Wm. Haupt for the Andrews Grain Co. and Fred Meyer for the Great Western Grain Co.—Syvert Bolstad, mgr. Farmers Elvtr. Co.

Arena, N. D.—Krogan & Boelter are operating a 40,000-bu. elvtr. with Geo. Boelter in charge. The Monarch Elvtr. Co. is operating a 40,000-bu. house of which I am agt.—H. B. Ford.

Colfax, N. D.—The Cargill Elvtr. Co. has bot the elvtr. of the Acme Grain Co. and will operate it in connection with its own house. The elvtrs. are closed at present but will be opened soon.

Steele, N. D.—New agts. at this station are: Arthur Reed for the Powers Elvtr. Co., O. Dohl for the Farmers Union Elvtr. Co. and myself for the Great Western Grain Co.—E. P. Rorvig.

Devils Lake, N. D.—B. J. Dodge, formerly mgr. of the branch office of the McCaull Dinsmore Co., is now in charge of the recently established branch office of the company in this city.

Garske, N. D.—Arthur Lee is now agt. of the St. Anthony & Dakota Elvtr. Co.; R. J. Orchard is agt. of the Farmers Grain Co. and I am agt. of the Winter-Truesdell-Ames Co.—Grover Garske.

Doyon, N. D.—The St. Anthony & Dakota Elvtr. Co. has bot the elvtr. of the Heising Grain Co. and I am agt. Wm. Newhouse is buyer at the elvtr. of Chas. H. Doyon.—J. W. Brenner.

Gronna, N. D.—We have taken over the business of the Amenla Elvtr. Co. and formed an independent company known as the Gronna Grain & Mercantile Co. I am mgr.—H. C. Boomgaarden.

Emerick, N. D.—The Grain Producers Elvtr. Co. and the Osborne-McMillan Elvtr. Co. are out of the grain business. We operate a 20,000-bu. elvtr.—M. Q. Bingman, agt. Independent Grain Co.

Carbury, N. D.—S. F. Guttu is mgr. of the Farmers Elvtr. Co. which has reopened its elvtr. The elvtr. of the National Elvtr. Co. is closed.—S. G. Burg, agt. International Elvtr. Co.

Crosby, N. D.—New agts. at this station are: John Kappadahl for the Atlantic Elvtr. Co., Percy Paulson for the National Elvtr. Co., and A. H. Benson for the Farmers Elvtr. Co.—Rugby Mfg. Co.

Dickinson, N. D.—The recently organized Farmers Union Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, John J. Loh, W. J. Mozley and S. E. Shipley. An elvtr. is now under construction.

Monango, N. D.—We have sold our 2 elvtrs. and flathouse to the Monango Equity Exchange, but still operate our elvtrs. at Kilbernie and Potsdam stations (Monango p. o.).—Caldwell Elvtr. Co.

Petersburg, N. D.—The J. H. Territt Elvtr. Co. operates a 40,000-bu. elvtr. with F. P. Haan as mgr. H. E. Clark is now agt. for A. O. Cornwell.—F. C. Stedman, agt. St. Anthony & Dakota Elvtr. Co.

Braddock, N. D.—E. Van Dyne is mgr. of the new 40,000-bu. elvtr. of the Farmers Equity Exchange. G. Fercha is now agt. of the Osborne-McMillan Elvtr. Co.—H. W. Allen, mgr. Braddock Elvtr. Co.

Bartlett, N. D.—The National Elvtr. Co. closed its elvtr. in 1913 and it has not been reopened. W. B. Orchard is now agt. of the St. Anthony & Dakota Elvtr. Co.—A. M. Enney, prop. Bartlett Elvtr. Co.

Berthold, N. D.—New agts. at this station are: L. B. Olson for the Victoria Elvtr. Co., W. E. Tucker for the St. Anthony & Dakota Elvtr. Co. and myself for the Andrews Grain Co.—C. S. Knudsen.

Bordulac, N. D.—The recently incorporated Co-operative Elvtr. Co. has bot the elvtr. of the Ransom County Immigration Ass'n and has hired Nels Osterdahl as mgr.—H. A. Aker, mgr. Farmers Elvtr. Co.

Larimore, N. D.—C. O. Simons is now agt. of the 65,000-bu. elvtr. of the Imperial Elvtr. Co., C. Nielsen is agt. of the Northwestern Elvtr. Co. and I am mgr. of the Elk Valley Farming Co. Elvtr.—N. Nielsen.

Aneta, N. D.—Alfred Jensen is now agt. of the Imperial Elvtr. Co. and J. Petschke is agt. of A. O. Cornwell. Martin S. Lee has not rebuilt his elvtr. which burned last December.—W. T. Cameron, mgr. Farmers Elvtr. Co.

Olanta sta. (Golden Valley p. o.), N. D.—Anton Langhousen is now mgr. of the Lahart Elvtr., Henry Knese is agt. of the 40,000-bu. elvtr. of the Occident Elvtr. Co. and Ed. Sharf operates a 6,000-bu. elvtr. here.—F. A. Wiest, mgr. Farmers Grain Co.

Rotineau, N. D.—The Greatwestern Grain Co. has bot the elvtr. of the Heising Grain Co. Philip Gagner is agt. New agts. at this station are: E. Erlandson for the St. Anthony & Dakota Elvtr. Co., Thos. Hennessey for the Imperial Elvtr. Co. and myself for the International Elvtr. Co.—Malcolm McLeod.

Brantford, N. D.—A scooper at this station is getting about a car of grain a week. We are installing a Richardson Oats & Wheat Separator and an adding machine in our office.—C. H. Nobes, mgr. Equity Elvtr. Co.

Dunseith, N. D.—The elvtr. of the H. Foehler Co. is closed. The Dunseith Mill Co.'s plant burned and will not be rebuilt. H. Christ is mgr. of the Farmers Elvtr. Co. and I am agt. of the Imperial Elvtr. Co.—D. I. McHugh.

Oriska, N. D.—New agts. at this station are: S. F. Wegner for the Acme Grain Co.; F. J. Patner for the Andrews Grain Co.; G. H. Bruns for the Farmers Equity Elvtr. Co., and C. H. Genine for the Monarch Elvtr. Co.

Tuttle, N. D.—Farmers Educational & Co-operative Union Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, L. S. Langedahl, H. B. Cleveland and F. O. Brolin. The company has an elvtr. under construction.

Dunning sta. (Maxbass p. o.), N. D.—The Imperial Elvtr. Co. is using the elvtr. of the National Elvtr. Co. this year as its own elvtr. is full. The 3 elvtrs. at this station will soon be full.—B. A. Phipps, mgr. Phipps & Keen.

Pickert, N. D.—A scoop shoveler is annoying the regular dealers here who are the Amenla Elvtr. Co., the Farmers Elvtr. Co. with C. J. Nash as mgr. and the Northwestern Elvtr. Co. with myself as agt.—R. E. Anderson.

Easby, N. D.—L. H. Smith has leased the elvtr. of Wild Bros. & Co. for a term of 5 years and has placed Otto Raasmussen, of Crocker, in charge. H. R. Baker is now agt. of the National Elvtr. Co.—Ed. Kellner, agt. Cargill Elvtr. Co.

Ryder, N. D.—The Ryder Independent Grain Co. purchased the elvtr. of D. C. Harrington at St. Peter, Minn., and has moved it to this station where it is being rebuilt to take the place of the company's elvtr. which burned Sept. 2.

Omeme, N. D.—New agts. at this station are Wm. Campbell for the Imperial Elvtr. Co., C. C. Louder for the Northland Elvtr. Co. and myself for the Farmers Elvtr. Co. The elvtr. of the Atlantic Elvtr. Co. is closed.—G. K. Temanson.

Milton, N. D.—I have closed my elvtr. and am not in the grain business now. The St. Anthony & Dakota Elvtr. Co. has opened its elvtr. with Geo. Walsh as agt. W. H. Buchanan is the present agt. of the Northwestern Elvtr. Co.—C. W. Plain.

Barton, N. D.—The Barton Co-operative Elvtr. Co. has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. and will operate it in connection with its own elvtr. The elvtr. of the Duluth Elvtr. Co. is closed.—Oscar H. Dahl, agt. Imperial Elvtr. Co.

Nanson, N. D.—The Great Western Grain Co. has bot the elvtr. of the Heising Grain Co. and placed O. A. Burgeson in charge. A. Johnson is now mgr. of the Farmers Elvtr. Co. and I am agt. of the St. Anthony & Dakota Elvtr. Co.—Alvin Erickson.

Arvilla, N. D.—The I. O. Fadden Co. has succeeded the Winter-Truesdell-Ames Co. and has engaged James Henneby as agt. Tommy Tompson is agt. of the Monarch Elvtr. Co. which has succeeded the Duluth Elvtr. Co.—Chas. Wood, mgr. Farmers Elvtr. Co.

Hillsboro, N. D.—New agts. at this station are: P. E. Overland for the Equity Elvtr. & Trading Co. and J. Sorum for the Monarch Elvtr. Co. The Northwestern Elvtr. Co. has not operated its elvtr. since June, 1913.—B. Arnegard, agt. St. Anthony & Dakota Elvtr. Co.

Bismarck, N. D.—The railroad commission, at the request of the Grain Bulletin, of Minneapolis, Minn., has decided to hold a hearing at a point in this state, to go fully into the question of grain storage charges and to make a rule which will bring all the elvtrs. of the state uniformly in line. The time and place will be decided later.

Dogden, N. D.—John Bolen is now agt. of the Atlantic Elvtr. Co. and Wm. Ney is agt. of the Minnesota Elvtr. Co. The recently incorporated Farmers Elvtr. & Mercantile Co. has succeeded the Dogden Elvtr. Co.—F. W. Rigge, agt. Osborne-McMillan Elvtr. Co.

Alfred, N. D.—We have purchased the elvtr. of the North Dakota Grain Co. and will handle grain and coal. Frank Boldt, formerly with the Powers Elvtr. Co., is treas. and mgr. Geo. Sauer has succeeded him as grain buyer for the Powers Elvtr. Co.—Alfred Elvtr. Co.

Douglas, N. D.—The elvtr. of the Osborne-McMillan Elvtr. Co. has been wrecked and moved to Parshall. K. L. Johnson has succeeded I. S. Melvold as agt. of the Atlantic Elvtr. Co. and O. A. Solvik is agt. of another elvtr. here.—J. D. Franklin, agt. Dodge Elvtr. Co.

Donnybrook, N. D.—J. G. Egan is now agt. of the Osborne-McMillan Elvtr. Co. and Pete Palmerson for the Woodworth Elvtr. Co. The Royal Elvtr. Co. is out of the grain business and the Donnybrook State Bank is operating an elvtr. with J. H. Lynch in charge.—J. G. Battcher, mgr. Farmers Elvtr. Co.

Hankinson, N. D.—The M. & N. Elvtr. Co. did not buy the elvtr. of the Atlantic Elvtr. Co. as was reported. It is still operated by the latter company with Chris Christensen as agt. The elvtr. and mill of J. J. Jones, which burned about 2 years ago, have not been rebuilt.—H. J. Schuster, agt. Cargill Elvtr. Co.

Bowdon, N. D.—The Regan Investment Co. is operating a 45,000-bu. elvtr. and the Bowdon Grain Co., Swanson & Taylor, props., has a 25,000-bu. house in operation. The Crown Elvtr. Co. and H. H. Buchmiller are out of business. H. Rembold is now agt. of the Andrews Grain Co.—H. A. Becker, agt. Occident Elvtr. Co.

Coleharbor, N. D.—The Occident Elvtr. Co. has closed its elvtr. The Dodge Elvtr. Co. has filled its house with grain which will be stored until spring. The Missouri River Elvtr. Co. is out of business. W. G. Wilkins is mgr. of the Equity Elvtr. Co. which operates an elvtr. on the Soo R. R.—J. J. Leif, agt. Atlantic Elvtr. Co.

Oriska, N. D.—We succeeded the Farmers Grain Co. in July. Our elvtr. was destroyed Sept. 13 by fire of unknown origin. The loss on elvtr. and grain was \$12,600, with insurance of \$11,000. We are building a 40,000-bu. cribbed elvtr., 30x35x50 ft. Equipment will include a 100-bu. weighing out scale.—Farmers Equity Elvtr. Co.

Berwick, N. D.—The St. Anthony & Dakota Elvtr. Co. has bot the elvtr. of the Heising Grain Co. and retained J. F. Steiner as agt. Aubol & Bryn are operating a 50,000-bu. elvtr. with Otto Aubol as mgr. Foss & Shegbeby have succeeded Lecy & Shegbeby with Ludwick Foss as mgr.—H. W. Arnold, mgr. Arnold Bros.

Ray, N. D.—The following firms operate elvtrs. here: Farmers Elvtr. Co. with A. Madis as agt.; Equity Elvtr. & Trading Co. with A. B. Stenack as agt.; Occident Elvtr. Co. with H. Snyder as agt.; Ray Elvtr. Co. with A. H. Holquist as mgr.; and the Victoria Elvtr. Co. with D. O'Connell as agt.—Equity Elvtr. & Trading Co.

Englevale, N. D.—When the Andrews Grain Co. lost its elvtr. by fire Dec. 10, 1913, it bot the elvtr. of the Acme Grain Co. and that company discontinued business here. The Monarch Elvtr. Co. wrecked its old elvtr. last fall and built a new 40,000-bu. house of which W. P. Keenan is agt. The Independent Elvtr. Co., Thos. Oien, prop., operates a 30,000-bu. elvtr.—G. K. Opgaard, agt. Andrews Grain Co.

Hoople, N. D.—The elvtr. of the Duluth Elvtr. Co. was wrecked last year and moved to Barnesville, Minn. All of the elvtrs. at this station are open. Ing. Larson has charge of the National Elvtr. Co., Chas. Hillier of the Farmers Elvtr. Co., Henry Tallackson of the State Elvtr. Co., and Stanley Crocker of the Nels Folson Elvtr. We are figuring on building a flour house.—W. J. Dargan, agt. St. Anthony & Dakota Elvtr. Co.

Minot, N. D.—We own a 60,000-bu. elvtr. at this station, a 30,000-bu. house at Blaisdell and 25,000-bu. elvtrs. at Palermo and Tagus. These were formerly owned by the Minot Flour Mills Co. Frank C. Laird is pres., Wm. Dunnell, vice-pres., and general mgr., and Walter H. Nicol, sec'y and treas. of our company.—Western Elvtr. Co.

Michigan, N. D.—A. J. Johnson has succeeded J. L. Barney as agt. of the Duluth Elvtr. Co. and Mr. Barney is now in charge of the elvtr. of the Farmers Elvtr. Co. The Swanston-Maxfield Elvtr. Co. has succeeded the Swanston Elvtr. Co. and G. W. Maxfield is mgr. We operate 2 elvtrs. here.—G. F. Lamb, mgr. Lamb Elvtr. Co.

Fairmount, N. D.—The Fairmount Mlg. Co. has bot the elvtr. of the Atlantic Elvtr. Co. and G. G. Hillskotter is agt. J. K. Elliott & Co. are out of business here and the elvtr. was opened Sept. 24 by O. Woodward. We understand it has changed hands, but do not know the name of the present owner.—J. J. Turbak, buyer and mgr. Turbak Bros.

Bantry, N. D.—The C. J. Knudson Elvtr. Co. has bot the elvtr. of the Atlantic Elvtr. Co. has bot the elvtr. of McIntyre and Weir and has retained W. H. Weir in charge. Wm. Dawson is now agt. of the Imperial Elvtr. Co. and W. R. Shadewald, formerly agt. of Stair, Christensen & Timerman, is agt. of the Monarch Elvtr. Co.—E. N. Rice, mgr. Farmers Elvtr. Co.

Garrison, N. D.—Keim & Schauer are out of the grain business as they did not rebuild their elvtr. which burned 2 years ago. F. C. Agnew resigned Aug. 1 as mgr. of the Equity Elvtr. Co. and has been succeeded by Bert Lunes as mgr. of Elvtr. "A," and H. Metz as mgr. of Elvtr. "B." Chas. Lamdenbeck is agt. of the Osborne-McMillan Elvtr. Co.—Otto Schneider, agt. Occident Elvtr. Co.

Glen Ullin, N. D.—The Curlew Elvtr. & Lumber Co. has installed a new cleaner. The Elmer Nelson Elvtr. was taken down last spring and the material used for other purposes. The elvtr. of the Lyon Elvtr. Co., which was a connection of the Occident Elvtr. Co., was moved from the old site and connected with the latter company's house, making the capacity 55,000 bus. A new 15-h. p. Fairbanks Oil Engine and a cleaner were installed and coal sheds constructed. R. A. Von Hagen is now buyer for the Farmers Elvtr. Co. and J. S. Robertson for the Andrews Grain Co.—J. E. Fridgen, agt. Occident Elvtr. Co.

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Coshocton, O.—The new elvtr. of the Hanley Mlg. Co. has been completed.

Cincinnati, O.—A. E. Aub & Co. will open a brokerage office in the Union Trust Bldg.

Toledo, O.—The one-year-old son of Mark N. Mennel, treas. of the Harter Mlg. Co., died recently.

Cincinnati, O.—W. R. Brown, of the H. W. Brown Grain Co., is planning to spend the winter in Florida.

Wooster, O.—W. A. Craig has succeeded Wm. Brossman as mgr. of the elvtr. and mill of the Empire Mlg. Co.

Ashland, O.—S. S. Stevenson, who formerly operated an elvtr. at Rochester, Ind., is planning the establishment of an elvtr. here.

Chatfield, O.—Chatfield Grain Co., incorporated; capital stock, \$80,000; incorporators, C. A. Brause, B. F. Friedley and others.

Swanders, O.—The Swanders Grain Co. is building 3,000-bu. corn cribs. The company has recently enlarged and improved its elvtr.

Yorkshire, O.—The Buckland Mlg. Co., of Celina, has purchased the elvtr. of the Yorkshire Grain Co., and will operate it under the name of the Buckland Mlg. Co., taking possession Oct. 15.—E. T. Custenbolder & Co., Sidney.

Cincinnati, O.—Chas. F. Droste and J. S. Bateman have been admitted to membership in the Chamber of Commerce.—Wm. C. Culkins, supt.

Cincinnati, O.—The Cincinnati Grain Co. is building a frame hay elvtr. and warehouse, covered with iron, on a site leased from the L. & N. R. R. Co.

Fredericktown, O.—D. M. Brumbach has purchased the elvtr. of the Cockley Mlg. Co. which he will enlarge. Produce and poultry will also be handled.

Cygnnet, O.—The Cygnet Grain & Hay Co. will install electric motors in its elvtrs. to replace its gasoline engine. A new office has been constructed adjoining the elvtr.—G.

Xenia, O.—Ben Belden has built a flour mill adjoining his elvtr. at this station and has moved his mill from Old Town to this point. He will discontinue business at Old Town.—G.

Portsmouth, O.—Report states that the N. & W. R. R. contemplates the erection of a \$2,000,000 elvtr. at Lambert's Point. Nothing definite has been done regarding it at this time.

Canton, O.—The Letherman-Gehman Co. has been incorporated with a capital stock of \$75,000 by George M. Letherman, Edwin L. Gehman and others to buy and sell grain, feed, flour and machinery.

Snyderville, O.—The 25,000-bu. elvtr. of the Harshman Grain Co., J. S. Harshman, prop., was destroyed Oct. 4 fire of incendiary origin. Several shots were fired at a man seen running from the burning building, without taking effect.

Toledo, O.—The Farmers Co-operative Ass'n of Northwestern Ohio contemplates the erection in the near future of a large drying plant at this city or some other centrally located place.—C. W. Palmer, sec'y-mgr. Jewell Grain Co., Jewell.

A warning against one collecting money for subscription to magazines and giving a receipt headed "News Agency Wooster Experimental Station" and signed H. H. Ward or S. H. Ward has been sent out by the Ohio Exp. Sta. The Station does not collect money from the public for any purpose.

Marshallville, O.—Leonard Richard Smith, the 4-year-old son of Alfred M. Smith, of Smith & Edwards, was suffocated in the elvtr. Sept. 25 when he fell into a bin and was buried under 1,000 bus. of oats. Workmen tore the elvtr. apart in an effort to save him but when they reached him a half hour after he fell he was dead.

OKLAHOMA

Hinton, Okla.—Grover Crisp is now managing the elvtr. of the Chickasha Mlg. Co.

Dewey, Okla.—Bert Gillespie, of Yale, will engage in the grain business at this point.

Yukon, Okla.—The Yukon Mill & Grain Co. is building a brick addition to its office.

Dacoma, Okla.—I am no longer agt. of the Choctaw Grain Co.—Walter Hunsaker, Camargo.

Laverne, Okla.—The new 8,000-bu. elvtr. of the Laverne Society of Equity has been completed.

Yukon, Okla.—The Yukon Mill & Grain Co. is building a 2-story 20x60 ft. addition to its office.

Shea sta. (Fairmont p. o.), Okla.—R. F. Cummings, of Enid, has a site here for a new elvtr.—W. B. Johnston, Enid.

Oklahoma City, Okla.—W. A. Landis, formerly with E. R. Kolp, has engaged in the grain business on his own account.

Keystone, Okla.—The elvtr. of S. P. Morris burned down some time ago. I am buying and shipping car lots of corn.—Otto O'Kief.

Watonga, Okla.—C. Y. Semple will make improvements in his elvtr. and install alfalfa milling machinery. W. H. Hobericht is repairing his elvtr. and mill and is building new lumber sheds.

Gage, Okla.—G. M. Rader has his recently acquired plant in operation.

Carmen, Okla.—Fidelity Grain Co. incorporated; capital stock, \$10,000; incorporators, J. H. Shaw, S. Marquis and C. W. Goltry, of Enid.

Texhoma, Okla.—W. S. Amend, of Ruby, has bot an interest in the P. S. Harris Grain Co. and it is now operated as the Harris-Amend Grain Co.

Walter, Okla.—H. H. Wegener, who has been with M. C. Groseclose at Waurika for several years, has succeeded the Chickasha Mill & Elvtr. Co. at this place.

Duncan, Okla.—Mr. Coleman has bot the interest of his partner, Mr. Kuykendall, in the Red Elvtr. Mr. Kuykendall takes over the mill which will be remodeled.

Beaver, Okla.—The recently incorporated Farmers Grain & Elvtr. Co. will start the erection of an elvtr. at once. The company will use a temporary building until it is completed.

Noel, Okla.—The Alva Roller Mills, of Alva, are building a 12,000-bu. studded elvtr. Equipment includes a 4-ton wagon scale, Richardson Automatic Scale and steel manlift. The White Star Co. has the contract.

Guthrie, Okla.—The elvtr. and 250-bbl. mill of the Model Flour Mills burned Sept. 29, with a loss of \$20,000, which was not covered by insurance. It had not been in operation for some time. The cause of the fire is unknown.

Okemah, Okla.—The Okemah Grain Co. has completed a new elvtr. The White Star Co. furnished the entire equipment, including a Richardson Automatic Scale, sheller and cleaner, steel manlift, feed mill and scourer.

Knowles, Okla.—L. M. Cooley, Fargo Grain, Seed & Coal Co. and the Critchfield Grain Co. are one and the same and are operating as C. B. Cozart & Co. with Ed. Croso as mgr. The Sappington Grain Co. is still in business with Guy Conyers as mgr.—J. W. Gambs, mgr. Farmers & Merchants Grain Co.

Davidson, Okla.—N. W. Donahoo has been placed under arrest at the instance of the St. Joseph Hay & Feed Co., of St. Joseph, Mo., for alleged raising of weights on shipments and refusing to pay consequent overdrafts amounting to \$700. The Wichita Grain Co., of Altus, Okla., also has a claim for about \$200 said to be the result of raising weights and overdrawing. Mr. Donahoo is doing business as the Davidson Grain Co., incorporated, the incorporators being himself, C. L. and T. P. Donahoo. In previous years he has done business under the firm name of N. W. Donahoo Grain Co., and Donahoo & Roby. His preliminary hearing has been continued to Oct. 28.

OREGON

Astoria, Ore.—The bid for the foundation of the proposed elvtr. of the Port Commissioners has been awarded at \$22,658. The work will be completed by Nov. 15. The cost of the elvtr. will be about \$65,000.

Portland, Ore.—The following standards for the 1915 crop have been fixed by the grain standards com'tee of the Chamber of Commerce: Turkey red, 59 lbs.; milling blue stem, export blue stem, white and red Walla and fife, 58; red Russian, 57; white brewing barley, 48; blue brewing barley, 46; feed barley, 42; and feed oats, 36.

PENNSYLVANIA

Topton, Pa.—J. C. Cook has installed an elvtr. leg in his warehouse.

Espey, Pa.—J. Miller, grain dealer, is building an elvtr. covered with galvanized iron. Electric power will be used.

Pittsburgh, Pa.—The new drier at the Exchange Elvtr. is in operation. The first car of grain handled was for Herb Bros. & Martin.

Morrisdale, Pa.—The Morrisdale Feed & Grain Co. has been incorporated with a capital stock of \$10,000, with Harry A. Rudy as treas.

Philadelphia, Pa.—John H. Irwin is no longer mgr. of the hay dept. of S. C. Woolman & Co. He has engaged in business at New York, N. Y.

Pittsburgh, Pa.—D. V. Heck, of W. F. Heck & Co., pres. of the Grain & Hay Exchange, met with an automobile accident recently in which a man was injured.

Philadelphia, Pa.—The removal of the Keystone Elvtr., owned by the Pennsylvania R. R., is asked by residents near by. They claim its operation causes deterioration of property and danger to health.

Pittsburgh, Pa.—The Grain Exchange extended many courtesies to those attending the annual convention of the Pennsylvania Millers State Ass'n, including a delightful river ride on the steamer St. James.

SOUTH DAKOTA

Lily, S. D.—C. A. Barber is building a 12,000-bu. elvtr. on his farm.

Lemmon, S. D.—L. A. Potter is now mgr. of the Lemmon Equity Exchange.

Volin, S. D.—J. T. Scroggs has opened his elvtr. with H. G. Hazen as agt.

Parker, S. D.—Excavation work has commenced on the elvtr. of P. R. Judge.

Elrod, S. D.—We have bot the elvtr. of W. H. Moes.—Anderson & Cochrane.

Marión, S. D.—The Farmers Elvtr. Co. has its new 22,000-bu. elvtr. in operation.

Rowena, S. D.—The German Grain Co. is putting an automatic scale in its elvtr. here.

Gorman, S. D.—The Farmers Elvtr. Co. opened its elvtr. Sept. 16 with Mr. Houck as buyer.

Morefield, S. D.—Oscar Sandweig is agt. at our elvtr. here.—German Grain Co., Sioux Falls.

Lennox, S. D.—Matt Lien has succeeded Nels Everson as mgr. of the Farmers Elvtr. Co.

Renner, S. D.—Mort Everson is agt. of our elvtr. at this station.—German Grain Co., Sioux Falls.

Hoven, S. D.—A. B. Monitor is managing the newly acquired elvtr. of the Hoven Equity Exchange.

St. Lawrence, S. D.—A. F. Fritts is mgr. of the Farmers Elvtr. Co. which took over the elvtr. of G. G. Ostrout.

Flandreau, S. D.—J. E. Arnold is managing the elvtr. of the Farmers Elvtr. Co. which has been painted and repaired.

Plana, S. D.—W. E. Smith is mgr. of the Farmers Elvtr. Co. and Ed. Beau is agt. of the Bernet & Griffith Elvtr. Co.

Watertown, S. D.—E. E. Timmons is mgr. of the branch office which the McCaull-Dinsmore Co. has opened in this city.

Chester, S. D.—Improvements have been made in the elvtr. of the Farmers Elvtr. Co. and Ray Page has been placed in charge.

Rowena, S. D.—We bot the 20,000-bu. elvtr. of Geo. Perry and placed Peter Anderson in charge.—German Grain Co., Sioux Falls.

Eden, S. D.—Co-operative Elvtr. Co. incorporated; capital stock, \$8,000; incorporators, Chas. Miller, Peter Weier and Math Unger.

Peever, S. D.—The Victoria Elvtr. Co., of Minneapolis, Minn., has bot the elvtr. of J. A. McKeever and placed N. P. Ildvad in charge.

Crooks, S. D.—Gus Burke is agt. at our 25,000-bu. elvtr. here which we took over from W. Z. Sharp.—German Grain Co., Sioux Falls.

Bridgewater, S. D.—A 5-h. p. electric motor has been installed in the elvtr. of the Farmers Elvtr. Co. and electric lights are now being used.

Chamberlain, S. D.—The recently incorporated Co-operative Grain Co. will move the elvtr. and mill here to a new site south of the railroad track.

Irene, S. D.—The Farmers Elvtr. Co. will use electricity in its elvtr.

Frederick, S. D.—C. Taskerud is buyer at the elvtr. we recently rented from the Crown Elvtr. Co. and B. F. Shelden is buyer at our own house.—L. B. Geisler.

Sioux Falls, S. D.—We are operating the 30,000-bu. elvtr. of the Northwestern Elvtr. Co. which is located on the G. N. R. R. with W. A. Mills in charge.—German Grain Co.

Volin, S. D.—The foundation and the driveways of the elvtr. of the Farmers Elvtr. Co. will be repaired, and new concrete will be put under the office and engine room.

Aberdeen, S. D.—E. S. Curry, formerly agt. of the Empire Elvtr. Co. at New England, N. D., is now acting as traveling auditor for the company with headquarters at this city.

SOUTHEAST

Newport News, Va.—The Chesapeake & Ohio Ry. has lifted the embargo on all grains except oats and corn.

Richmond, Va.—W. T. Selden, formerly with the Adams Grain & Provision Co., has gone with the Mayo Mlg. Co. as pres. of that company.—B.

Richmond, Va.—Our address in the directory of users of the Universal Grain Code should be Richmond instead of Lynchburg.—W. G. Bragg.

Atlanta, Ga.—The John F. Meyer & Son Mlg. Co. of Springfield, Mo., has opened a branch office and warehouse in this city with C. D. Lifsey in charge.

Norfolk, Va.—We are not contemplating the erection of an elvtr. here as has been reported.—A. C. Needles, general mgr. Norfolk & Western Ry. Co., Roanoke.

Charlotte, N. C.—The Interstate Mlg. Co. has let contract for an elvtr., mill and warehouse, to cost about \$30,000. The plant will be finished and the machinery installed by Jan. 1.

Montgomery, Ala.—The senate com'tee on revision of laws has determined to make a favorable report on the bill prohibiting the operation of bucket shops and regulating legitimate stock and cotton exchanges.

Petersburg, Va.—The frame warehouse occupied by the Newsome Feed & Grain Co. burned recently. It was originally used as a grain elvtr. The cause of the fire, which resulted in a loss of about \$7,000, partly covered by insurance, is unknown.

TENNESSEE

Chattanooga, Tenn.—John T. Brazelton, formerly of Keith & Brazelton, in the grain brokerage business, died at Birmingham recently.

Chattanooga, Tenn.—Privileges obtained for this city in reshipping grain and grain products announced Sept. 29 by the Central of Georgia Ry. will have the effect of making this city a grain and jobbing center, according to officers of the industrial buro. W. E. Stewart, commercial agt. of the Central of Georgia Ry., announced that his company has made sixth section application to the interstate commerce commission for authority to publish rules authorizing the reshipment of grain and grain products from Chattanooga in carload lots on basis of thru rates from point of origin to final destination beyond the transit point to which thru rates and routes apply via the transit point.

MEMPHIS LETTER.

R. S. Taylor, for many years identified with the grain trade here, died last week, aged 86 years.

George Reeves, formerly with the Dunlop Mlg. Co. at Clarksville, is now with Yates & Donelson.

R. M. Lawrence, sales mgr. of the Standard Feed Mills, raised \$22,000 and made a settlement with the bank which handled the bogus Bs/L. The court has dismissed his case.

We will buy and receive grain, hay and mill products here, but will retain our business at Harrisburg, Ill. We have been admitted to membership in the Merchants Exchange.—E. L. Mofield.

TEXAS

Beaumont, Tex.—The Tyrrell Rice Mfg. Co., is increasing its capital stock from \$50,000 to \$70,000.

Jacksonville, Tex.—The Jacksonville Grain & Commission Co. is increasing its capital stock from \$30,000 to \$40,000. The company will enlarge its plant.

Temple, Tex.—The iron clad elvtr. of the A. B. Crouch Grain Co., with contents, mostly oats, was damaged by fire Sept. 24 to the extent of about \$3,000. The loss is fully covered by insurance.

Glazier, Tex.—U. S. Strader is mgr. of the elvtr. of the C. B. Cozart Grain Co. in which he recently bot an interest. It is now operated under the name of the Strader & Cozart Grain Co.

Ennis, Tex.—Fire of unknown origin destroyed an oil mill gin which R. J. Caldwell was using for the storage of grain and hay. The building contained about 1,000 bus. of oats and 370 tons of hay. Loss, \$6,000; partially covered by insurance.

Higgins, Tex.—George Gerlach, of Canadian, who recently took over the plant of the Higgins Mill & Elvtr. Co., will operate under the name of the Gerlach-Higgins Mfg. Co. Mr. Gerlach is pres., Henry Kutchinski, sec'y., and M. J. Shepard, local mgr. The plant is being repaired.

Farwell, Tex.—Work is progressing on the new 10,000-bu. studded iron clad elvtr. and warehouse of C. R. Holman, of Hereford. Equipment includes a Fairbanks Grinder, Bolter and Engine, Richardson Automatic Scale, steel manlift and a 4-ton wagon scale. The White Star Co. has the contract.

Bonham, Tex.—The Steger Grain Co. has increased its capital stock from \$30,000 to \$100,000 and has consolidated all its properties including the Denison Mill & Grain Co., at Denison, under one management, with Gus Steger as active executive head. Improvements will be made in the company's plants.

UTAH

Delta, Utah.—The 15,000-bu. elvtr. for which the Globe Grain & Mfg. Co. let contract to the Burrell Engineering & Construction Co., is completed.

WASHINGTON

Seattle, Wash.—Farmers in this vicinity have bot the controlling interest in the W. W. Robinson Co. and will operate as the Union Farmers Co.

Dayton, Wash.—E. H. Leonard has resigned as mgr. of the Portland Flouring Mills Co. and will hereafter be connected with the Preston-Shaffer Mfg. Co. at Athena and Waitsburg.

Olympia, Wash.—The Supreme Court has granted J. K. Smith a new trial of the suit by the Reardan Union Grain Co., which had been given judgment for \$269 on account of change in the grade of wheat from "blue stem and club mixed" to "blue stem No. 1," on appeal.

WISCONSIN

Lena, Wis.—John Chapman is now mgr. of the 60,000-bu. elvtr. of the Lena Roller Mills.—X.

Eau Claire, Wis.—The Farmers Trading Co. has discontinued business.—Farmers Produce Co.

Ridgeland, Wis.—The new elvtr. of the Osceola Mill & Elvtr. Co. is rapidly nearing completion.

Brooklyn, Wis.—The elvtr. of the Farmers Mutual Benefit & Trading Co. has been entirely wrecked and all the material removed from the site.

Fall Creek, Wis.—We have completed the remodeling of our elvtr. and have installed a Richardson Automatic Scale. It is now up-to-date in every way.—Niebuhr & Son.

Superior, Wis.—The Itasca Elvtr. Co., controlled by Nye, Jenks & Co., is operating the elvtr. of the American Mfg. Co. and the Omaha Road Elvtr. at Allouez Bay under lease temporarily.

Bear Creek, Wis.—Joseph Rosera, agt. of the Cargill Grain Co. for the past 16 years, has been charged with embezzling \$1,500 from his employers. He has entered a plea of not guilty but is being held in bail of \$2,000.

MILWAUKEE LETTER.

The interest rate on advances for October is 6%.

W. F. Lodde, who has been with Karger Bros. for the past 14 years, has associated himself with Runkel & Dadmun as cash grain salesman.

Chas. F. Glavin, who failed in the grain business in this city, will sail Oct. 16 for Buenos Aires, where he expects to engage in the grain business.

Wm. J. Delaney and T. L. N. Port have been admitted to membership in the Chamber of Commerce, and the memberships of Edgar C. Roberts, Wm. J. Buttschau and the estates of Jas. S. Bell and Chas. F. Freeman have been transferred.—H. A. Plumb, sec'y.

The board of directors of the Chamber of Commerce has passed a resolution directing the freight buro mgr. to file an intervening petition in the matter of the Lehigh Valley R. R. Co. before the interstate commerce commission. The board of directors feels that the separation of the lake and rail lines would be a decided disadvantage to the shippers who are members of the Chamber of Commerce.—H. A. Plumb, sec'y.

WYOMING

Cody, Wyo.—We will reorganize and put the 150-bbl. mill, which is located here, in operation.—C. M. Cox, mgr. Park Loan & Trust Co.

Worland, Wyo.—Work is progressing on the elvtr. of the Washakie Trading Co. We are more than doubling our present grain storage capacity.—B. C. Buffum, Emmer Products Co.

I HAVE BEEN a subscriber to the Grain Dealers' Journal for over ten years and am still taking it. The Journal is the best grain paper.—Frank Boldt, mgr., Alfred Elevator Co., Alfred, N. D.

A FARMER of Rich Hill, Mo., recently suspected a neighbor "friend" of stealing his wheat. After carefully marking a fruit jar he buried it in the wheat remaining in his bin, and notified all of the surrounding elevator men to be on the lookout. This led to the capture of the thief, but the jar was not discovered until the elevator man had paid for the stolen wheat. The check was taken from the thieving farmer and turned over to the owner, John Heckadon of Rich Hill, but John was not satisfied with the price of the grain and has ordered his neighbor arrested.

THE AVERAGE DATE of the first killing frost in most of Kansas and Missouri is Oct. 10, according to a circular card recently distributed by the Mensendieck Grain Co., Kansas City, Mo. In northwestern Kansas and most of Nebraska and Iowa the date is Oct. 1, and in most of North Dakota it is Sept. 20; in central Illinois and Indiana the date is Oct. 10, while in the northern portions it varies from Oct. 1 to 10. In North Dakota the average date is Sept. 15 or earlier. The first killing frosts last year occurred Oct. 25 and 27 in most of the corn area and in western Kansas the earliest was Oct. 4 to 10.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

B. & O. S. W. in Sup. 12 to H2444-B quotes rates on grain from stations in Ill.; to Evansville, Ind., effective Oct. 12.

Nor. Pac. in Sup. 11 to 665-C quotes rates on grain and millfeed from points in Minn. and Mont.; to Wis. stations, effective Oct. 15.

C. & A. in Sup. 7 to 1576-A quotes rates on grain from stations in Ill. to stations in Ark., and La., also Texarkana, Tex., effective Sept. 25.

West Shore in Sup. 8 to 10568-A quotes ex-lake rates on wheat, corn and rye in bulk from elvtrs. at Buffalo, N. Y.; to eastern cities, effective Oct. 25.

C. & G. W. in Sup. 10 to 15170 quotes rates on wheat, corn and oats between Peoria, Ill., and stations taking same rate; and points in Ia., effective Oct. 25.

C. & E. I. in Sup. 8 to 6639-A quotes milling, malting and transit privileges on grain and grain products at stations on the C. & E. I. Ry., effective Oct. 23.

C. & G. W. in Sup. 7 to 68-C quotes rates on grain and grain products between points in Minn.; and its stations and connections in Ill. and Ia., effective Oct. 30.

C. I. & L. in 5580-A quotes rates on grain and grain products from stations on the C. I. & L. Ry., to points in Ill., Ind., Ky., Mich., O., and Wis., effective Oct. 29.

C. & A. in Sup. 2 to 1602-C quotes rates on grain and grain products from Kansas City, St. Joseph, Mo., to stations in Ill., Ind., Mich., Mo., O., and Wis., effective Sept. 25.

C. & A. in Sup. 15 to 1609-C quotes rates on grain, grain products and seeds from Chicago, Peoria, Rondout, Waukegan, Ill., to stations in Mo. on the C. & A. Ry., effective Sept. 30.

C. & A. in Sup. 14 to 1609-C quotes rates on grain, grain products and seeds from Chicago, Peoria, Rondout and Waukegan, Ill., to stations in Mo., including Hannibal, effective Sept. 14.

C. G. W. in Sup. 16 to 15159-A6 quotes rates on seeds and grain products from stations on the C. G. W. and its connections to East Dubuque and Keithsburg, Ill., effective Oct. 25.

C. & A. in Sup. 3 to 1655-E quotes rates on grain and grain screenings from Chicago, Ill., when reshipped therefrom to Galveston and Texas City, Tex., for export, effective Sept. 25.

C. & A. in Sup. 5 to 1581-D quotes rates on grain and grain products from Ill. and Mo. stations to Atlantic Seaboard, eastern and Interior United States or Canadian points, effective Oct. 26.

C. G. W. in Sup. 40 to 14854-DO quotes rates on grain and grain products from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, to stations on the C. G. W., effective Oct. 25.

C. & A. in Sup. 16 to 1609-C quotes rates on grain, grain products and seeds from Chicago, Peoria, Rondout, Waukegan, Ill., St. Louis, Mo., to stations in Mo., on the C. & A. Ry., effective Sept. 25.

C. G. W. in Sup. 13 to 22-A quotes rates on grain, grain products, flaxseed and millet seed from stations on the C. G. W. in Ia., Kan., Minn., Mo., and Neb., to Milwaukee, Wis., effective Oct. 25.

A. T. & S. F. in Sup. 40 to 5588-J quotes rates on grain and grain products in carloads from points in Kan., Colo., Mo., Okla., and Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, effective Sept. 25.

C. & A. in Sup. 17 to 1602-B quotes rates on grain and grain products from Kansas City, St. Joseph, Mo., and Elwood, Kan., to stations in Ill., Ind., Mich., Minn., Mo., O., and Wis., effective Sept. 30.

M. C. in Sup. 12 to 816 quotes rates on grain and grain products from stations on the M. C. Ry. west of Detroit and St. Clair Rivers to eastern United States and Canadian basing points, effective Nov. 1.

C. G. W. in Sup. 17 to 97-B quotes rates on grain, grain products and seeds from Minneapolis, St. Paul, Minnesota Transfer and South St. Paul, Minn., to stations on the C. G. W. and connections, effective Oct. 25.

C. & E. I. in Sup. 45 to 622-A quotes rates on grain, grain products, broom corn and seeds from stations on the C. & E. I. in Ill., including Cairo, via the M. & O. Ry., to other stations in Ill., effective Oct. 22.

C. G. W. in Sup. 31 to 14903-C1 quotes rates on grain from Atchison, Kansas City, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to other stations on the C. G. W. Ry. and its connections, effective Oct. 25.

C. G. W. in Sup. 34 to 14889-C-4 quotes rates on cottonseed meal, hulls and cake, also grain and seeds, from stations on the C. G. W., C. N., and W. C. F. & N. Rys., to East St. Louis, Ill., and St. Louis, Mo., effective Oct. 25.

C. R. I. & P. in Sup. 26 to 28675-B quotes rates on grain, grain products, broom corn and seeds in carloads from points in Ill., Ia., Mo., Minn., Neb., Okla., and Tex., to stations in Colo., Kan., Mo., Neb., N. M., Okla., and Tex., effective Oct. 30.

C. G. W. in Sup. 10 to 15170-A0 quotes rates on barley, corn, flaxseed, millet seed, oats, rye and wheat from Bloomington, Jacksonville, Peoria, Petersburg, Rock Island, Springfield, Ill., to stations on C. G. W. and connections, effective Oct. 25.

C. R. I. & P. in Sup. 26 to 13207-F quotes rates on grain, grain products and seeds from Albright, Neb., Armourdale, Atchison, Leavenworth, Kan., Kansas City, Mo., to stations in Ill., Ind., Ia., Mich., and Wis., on connecting lines, effective Oct. 21.

C. G. W. in Sup. 38 to 36-A quotes rates on grain, grain products, flaxseed and millet seed from Chicago, Ill., and other stations in Ill. or Ind., to stations on the C. G. W. and connections in Ill., Ia., Kan., Minn., Mo., and Neb., effective Oct. 25.

C. G. W. in Sup. 7 to 68-C quotes rates on grain, grain products, flaxseed and millet seed from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Red Wing and Winona, Minn., to Chicago, Ill., and stations on the C. G. W. and connections in Ill. and Ia., effective Oct. 30.

C. G. W. in Sup. 14 to 33-B quotes rates on grain, grain products and flaxseed from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Minn., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Memphis, New Orleans, and other Mississippi Valley points and Gulf ports, effective Oct. 25.

C. R. I. & P. in Sup. 25 to 13207-F quotes rates on grain, grain products and seeds from Albright, Omaha, South Omaha, Neb., Armourdale, Kansas City, Atchison, Leavenworth, Kan., Council Bluffs, Ia., Kansas City, North Kansas City, St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis., effective Oct. 21.

C. R. I. & P. in Sup. 27 to 28675-B quotes rates on grain, grain products, broom corn and seeds from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., to stations in Colo., Kan., Mo., Neb., N. M., Okla., and Tex., effective Sept. 24.

C. G. W. in Sup. 36 to 14481-C6 quotes rates on grain, grain products and seeds from Kansas City, Leavenworth, Atchison, Kan., Kansas City, St. Joseph, Mo., Council Bluffs, Ia., and Omaha and South Omaha, Neb., to stations on the C. G. W. and its connections, including East Dubuque, Ill., when destined east of the Ill.-Ind. state line, effective Oct. 25.

C. & A. in Sup. 8 to 1574-B quotes rates on grain, grain products and seeds from Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mexico, Odessa and Slater, Mo., to Cairo, Ill., Evansville, Ind., and points in Fla., Ala., La., and Miss., when for export, effective Sept. 30.

C. R. I. & P. in Sup. 11 to 19687-G quotes rates on grain, grain products and seeds from Mo. River stations and other stations in Ill., Ia., Minn., and S. D., on the C. R. I. & P. and K. & D. M. Rys., to Miss. Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Sept. 15.

C. & A. in Sup. 17 to 1596-B quotes rates on grain and grain products from stations in Ill., and Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Mobile, Ala., Jackson, Meridian, Hattiesburg, Miss., Helena, Ark., and points in Ala., Ark., Fla., La., and Miss., when for export, effective Sept. 25.

Ill. Cent. in Sup. 3 to 954-F quotes rates on grain from Evansville, Ind., and Henderson, Ky.; to Y. & M. V. and its stations; also transit privileges on grain, grain products and corn cobs at Evansville, Ind., and Henderson, Ky., when forwarded to Y. & M. V. and its stations and other points, effective Oct. 20.

C. & A. in Sup. 3 to 1574-C quotes rates on grain, grain products and seeds from Kansas City, Mo., when originating beyond and from Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mexico, Odessa and Slater, Mo., to Cairo, Ill., Evansville, Ind., and stations in Ala., La., Miss., Tenn., Fla., effective Sept. 25.

C. & E. I. in Sup. 42 to 622-B quotes rates on grain, grain products, corn cobs, broom corn and seeds from stations on the C. & E. I. Ry., to points in Ala., Ark., Conn., Del. D. C., Ill., Ind., Ia., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., O., Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and points in Canada, effective Oct. 20.

C. G. W. in Sup. 8 to 68-C quotes rates on grain, grain products, flaxseed and millet seed from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Red Wing and Winona, Minn., to Chicago, Ill., and stations on the C. G. W. or connections in Ill. and Ia., also St. Louis, Mo., East St. Louis, Peoria, Ill., and other stations in Ill. and Ia., effective Nov. 30.

A. T. & S. F. in Sup. 39 to 5588-J quotes rates on grain and grain products from points in Kan., Colo., Mo., Okla., and Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, and also quotes thru rates to or from Omaha, So. Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia., effective Sept. 30.

Union Pac. quotes an export rate of 27.2c on wheat and 24.7c on corn from Garrison, Blaine, Fostoria and Olsburg, Kan.; to Galveston, Texas City, Port Arthur, Port Bolivar, Tex., New Orleans, La., and Mobile, Ala.; and 27.7c on wheat and 24.7c on corn from Green, Vancura, Glendale, Walsburg, Leonardville, Lasita, Hedville, Gortons, Westfall and Lincoln Center, Kan.; to same points, effective Oct. 20.

C. G. W. quotes a rate of 14c on wheat, 13c on corn, oats, rye and barley, and 17½c on millet and flaxseed, between Burk, Gilbertville, La Porte, Glory, Lamb, Cheney, Urbana, Haines, McChane, Brandon, Welch, Center Point, Wardville, Robins, La Fayette, Quass and Cedar Rapids, Ia.; and Peoria, Ill.; also a rate of 10c on linseed oil cake and meal from Red Wing, Minn.; to Prairie du Chien, Wis., effective Oct. 25.

Soo quotes the following rates from Minneapolis, Duluth, St. Paul, Minn., and Superior, Wis.: 14.5c on wheat, corn, oats, rye and barley, and 15½c on flaxseed, to Franklin, Nortonville, Edgeley and Millerton, N. D.; 14c on wheat, corn, oats, rye and barley and 15c on flaxseed to Homar, Sydney and Klose's Spur, N. D.; 13½c on wheat, corn, oats, rye and barley and 14½c on flaxseed to Jamestown, N. D., and 14½c on flaxseed to Clements, N. D., effective Oct. 5.

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GRAIN DEALERS JOURNAL
315 S. La Salle Street Chicago, Ill.

Seeds

THE NEW ZELLER Seed House at Jefferson, Ia., is rapidly nearing completion.

JETMORE, KAN., Sept. 28.—Have large crop of kafir, maize and feterita.—M. W. Peterson.

SIoux CITY Seed & Nursery Co., Sioux City, Ia., is spending \$5,000 in the construction of a new warehouse.

MONTEZUMA, KAN., Sept. 30.—A big crop of kafir and maize in this section.—M. J. Long, Morton Grain Co.

A. H. HOFFMAN, Inc., has been organized at Lancaster, Pa., with \$40,000 capital stock, to engage in the seed business.

RATEKIN SEED HOUSE, Shenandoah, Ia., has been incorporated with \$75,000 capital stock by J. W., W. B. and Archie Ratekin.

E. C. DAVIS Seed Co., St. Peter, Minn., has been incorporated with \$50,000 capital stock by J. H. Doty, H. R. Kneeland and E. C. Davis.

THE ROBERT H. BLACK Seed House at Albert Lea, Minn., has been reorganized with Clarence Wedge of the Wedge Nursery as a partner.

MONTEZUMA, KAN., Sept. 28.—Maize and kafir look fine; a little late, but if frost holds off another 10 days will have a good crop.—M. J. Long.

FORD, KAN., Sept. 25.—Milo, feterita and cane fine and out of frost danger in territory west to Plains on the C. R. I. & P.—J. B. McClure Grain Co.

"SEED CORN" is the subject of the September special number of the Southwest Trail describing how the most progressive breeders and growers handle seed corn.

FIFTEEN FREIGHTERS will be used for winter storage of grain at Port Huron, Mich., being unloaded as shipments are made from the Grand Trunk Elevator.

THE FLORA Seed & Milling Co., Flora, Ill., recently incorporated under the laws of Kentucky, will make a specialty of buying, shipping and cleaning red top seed.—Geo. E. Hays.

IMPROVED METHODS of flax growing are suggested in N. D. State Cir. 6, 1915, by H. L. Bolley, who has experimented with early sowing and the preparing of corn ground for seeding to flax.

THE HOLMES-LEATHERMAN Seed Co. has been incorporated at Canton, O., with \$25,000 capital stock, by G. M. Leatherman, H. L. Holmes, Jr., E. L. Gehman, H. W. Shriver and Mrs. G. M. Leatherman. Mr. Holmes will be general manager.

SALT LAKE CITY, Utah, Oct. 4.—We look for a large crop of white blossom sweet clover (*Melilotus Alba*), in fact, the largest yet produced in this section. The crop of alfalfa seed will be less than last year.—Vogeler Seed & Produce Co.

THE ROSS SEED Co., Louisville, Ky., has installed a modern seed laboratory in charge of John McDonald. A display of seeds was shown by the company at the recent state fair, held in Louisville, and the seeds attracted much favorable attention.

JOSEPH E. WING, head of the Wing Seed Co., Mechanicsburg, O., died recently at Sawyer Sanitarium, Marion, O. Mr. Wing was prominent in the seed trade for many years and did much lecturing and writing on agricultural subjects. The business will be continued by his brothers, Willis and C. B. Wing.

THE DOOR County Seed Co. is now occupying its new warehouse at Sturgeon Bay, Wis., where the company has storage room for 6,000 bushels of bulk peas besides a big space for sacked seed.

ST. JOSEPH, MO., Oct. 1.—The crop of kafir is large and in Oklahoma and Texas is out of the frost danger. Ten days more of weather free from frost is needed in Kansas.—St. Joseph Hay & Feed Co.

A NEW SPECIES of dry weather corn has been bred at Belton, Tex., by Bob Taylor, a former member of the Texas Agricultural Dep't. Altho no rain has fallen on the corn since June 1 Mr. Taylor says that his 20 acres will yield 1,000 bushels.

THE DAUGHTER of Jerry White, of the Brookneal Seed & Feed Co., Brookneal, Va., died recently of typhoid fever, and Mr. White is now ill with the disease. His rapid recovery is hoped for by a large circle of friends in the seed and feed trades.

THE GUNN Seed Co. has been organized at Lincoln, Neb., by E. S. Gunn and E. A. Pegler. Mr. Gunn was formerly connected with the Griswold Seed Co., and the Galloway Bros. Seed Co., Des Moines, Ia. The company will specialize on field seeds and poultry supplies.

THE IMPORTANCE of soy beans as a West Virginia crop is discussed in W. Va. Sta. Circ. 20, 1915, by I. S. Cook and W. B. Kemp. A record of experiments during 1912, 1913 and 1914 is also published, with a paper on methods of utilizing soy beans as a seed crop, hay, silage, pasture or a soil improvement crop.

MANY TEXAS seed men have made donations of seed for the growers who lost everything they had in the recent storms. As these people had no funds with which to purchase seed for the next crop Commissioner of Agriculture Davis called for donations from the seed trade and the responses were immediate.

ARGENTINA has passed a seed law, effective Jan. 5, 1916, prohibiting the importation of alfalfa or other forage plant seed if it contains more than 10 grains of dodder per kilo. If shipments are found by the Argentine government not to comply with the law the seed will be returned to the country from which shipped.

JACKSON, MICH., Oct. 7.—The season has been unfavorable for seed crops in Michigan, owing to the extremely cold weather. Considerable seed corn, field beans, clover seed, and a small quantity of timothy seed is grown in Michigan. Seed growers are sticking to the old varieties. The high price of farm produce has induced some farmers to neglect the seed crops, and it is apparent that higher prices will prevail next year.—S. M. Isbell & Co.

THE LARGEST real estate loan of the year has just been made to the Albert Dickinson Co., well known seed dealers at Chicago. The loan is in the nature of a bond issue and amounts to \$1,500,000, bears 6 per cent interest and matures in two to eight years. The new plant of the company, covering more than 70 acres of land, 60 of which are owned in fee simple, has been scheduled as security for the loan. Its plant in the down-town section is also given as security, the value of the two being \$3,288,000. Bonds are offered to investors by Greenbaum Sons Bank & Trust Co., Chicago.

AN EXHIBITION of Oklahoma feeding grains was held the last of September by C. H. Thayer & Co. at the Chicago Board of Trade. The grains, which were shown

on the stalk in natural state, included white feterita, white black hull kafir, dwarf white milo maize, dwarf red milo maize, and a cross between feterita, kafir and maize. The latter grain created considerable comment and Mr. Thayer announced it had been obtained by planting three grains of the different kinds in a small hill. When the heads were forming a large paper sack was placed over them so that the pollen would not become mixed, and resulted in a combination of the three grains.

From the Seed Trade

LONDON, ENGLAND, Sept. 20.—The demand for trifolium, mustard, rape, tares and other seeds for autumn sowing is quiet. The market for grasses and clovers remains firm with a steady demand from the bigger houses.—C. W. LeMay & Co.

TOLEDO, O., Oct. 4.—Speculation will make the price of clover seed all winter. Been running riot for a month. Everybody tried to get aboard at once. Something had to snap. One set of bulls outbid another and then they both took the bait together. We have had a remarkably wet season and it's to be regretted because the crop was the largest ever sown and the catch the best in years, but continued rains have put it out of commission. It's only a question of how much is left and how much will come out of the far western states and whether imports will be large enough to offset the shortage. High prices will curtail consumption but there is really nothing to take the place of red clover, and it will be used no matter how high price goes.—J. F. Zahm & Co.

TOLEDO, O., Oct. 4.—Clover seed continues to fluctuate with the speculative demand. Crop will be very short and of poor quality. Good reports are exceptions. Northwest and Far West have both suffered some. Their crops are not yet secured. Season is late. September receipts at Toledo were only 860 bags against 8,320 year ago. They were the smallest ever known. October receipts are generally the largest. What will they be this season? There is some October shortage. The longs are stubborn and may take delivery. It is selling at a premium and this may attract some good seed. Some bulls predict that the total receipts here this season will not be 30,000 bags. That part may come from abroad and part from the Far West but very little of this can arrive here for October delivery. The season's receipts here from the short crop of 1907 were only 30,000 bags. Largest receipts were 199,000 bags from the 1897 crop.—C. A. King & Co.

TOLEDO, O., Oct. 6.—After an advance to the highest prices ever recorded at this time of year, clover seed eased somewhat on reports of considerable quantities of seed to come to this market from the Northwest, and some hedging sales against same. The almost continuous advance of the past four or five weeks was caused by unfavorable weather, reports of poor harvesting conditions, and extremely disappointing threshing returns. These factors, as well as the late season, are reflected in the receipts at this market, which are the lightest on record, even much smaller than the receipts for the corresponding period in 1911, the year of the record short crop. High prices ordinarily attract seed from other sections, but it is a question of how much of this seed there is to come forward. Stocks generally are rather light. Toledo had fair stock to begin the season. They are not much larger now. Holders feel kindly

towards their seed. Profit taking has been moderate, even on rapid advances.—Southworth & Co.

Flaxseed Movement in September.

Receipts and shipments of flaxseed at the various markets during September, 1915, compared with September, 1914, were in bushels as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
New Yk.	1,033,000			
Minneap.	346,610	901,030	6,000	32,480
Chicago	261,000	136,000		2,000
Milwaukee	55,600	29,040		
Duluth	14,707	90,298	918,534	1,038,206
Winnipeg	11,275	390,500		
Kan. City		7,000	1,000	9,000

Timothy Seed Movement in September.

Receipts and shipments of timothy seed at the various markets during September, 1915, compared with September, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chi., lbs.	9,894,000	11,208,000	5,344,000	4,845,000
Milw., lbs.	699,730	263,955	749,109	467,580
Cinc., lbs.	13,128	12,529	6,973	10,004
Toledo, bags	6,707	4,838	3,334	4,646

Clover Seed Movement in September.

Receipts and shipments of clover seed at the various markets during September, 1915, compared with September, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago, lbs.	2,190,000	789,000	714,000	309,000
Milwaukee, lbs.	967,316	282,060	714,155	653,505
Cincinnati, lbs.	1,706	4,986	1,578	1,621
Toledo, bags	861	8,324	568	1,356

Dominion's New Seed Grading.

A new grade of wheat, oats and barley, to be known as the seed grain grade, was put into effect by the order-in-council at Ottawa on Sept. 28, to become operative Dec. 1. The Minister of Agriculture will place seed inspectors at the government elevators at Moose Jaw, Calgary and Saskatoon, and these men will issue certificates of grade according to the new rules.

The grains coming under the new grade include red fife, marquis wheat, white oats and six-rowed barley submitted for inspection or cleaning at any of the interior government elevators. Warehouse receipts and certificates of grading will be issued as for the standard commercial grades.

The government does not claim that this seed grain is equal to the carefully selected seed of expert seedmen, but the main object in establishing the new grade is to provide a substitute for the commercial grade, which as a rule is contaminated with weed seeds and other foreign matter.

The seed grain grades are as follows:

No. 1 Canada Western Seed Oats shall be composed of 95% of white oats, sound, clean, and free from other grain. It shall be free from noxious weed seeds within the meaning of the Seed Control act, and shall weigh not less than 36 pounds to the bushel.

No. 2 Extra Canada Western Seed Barley shall be composed of the six-rowed variety, sound, plump, free from other grain, of fair color, free from noxious weed seeds, within the meaning of the Seed Control act, and shall weigh not less than 48 pounds to the bushel.

No. 3 Manitoba Northern Seed Wheat shall be composed of 85% of red fife or 85% of marquis wheat, sound, clean and free from other grain, and free from noxious weed seeds within the meaning of the Seed Control act, and shall weigh not less than 60 pounds to the bushel.

For seed purposes, red fife and marquis wheat shall be kept separate.

No grain will be accepted for seed which will require a large dockage to clean.

Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during July, 1915, compared with July, 1914, and for the 7 months ending Aug. 1, 1915, compared with the period ending Aug. 1, 1914, as reported by A. H. Baldwin, Chief of the Bureau of Statistics, were in pounds, as follows:

	July		7 mos. ending Aug. 1	
	1914	1915	1914	1915
IMPORTS				
Castor beans, bus.	209,179	110,005	778,677	675,785
Flaxseed, bus.	805,041	1,809,031	5,128,588	7,552,263
Red clover	53,381	44,000	4,505,880	7,931,500
Other clov.	629,644	686,615	10,070,122	6,297,456
Other				
grasses	5,690,209	566,936	25,754,643	22,066,908
EXPORTS				
Clover	16,002	25,788	2,687,984	5,787,863
Timothy	1,045,595	204,328	7,784,142	10,586,312
Other				
grasses	266,721	140,910	2,546,851	2,097,966
Flaxseed, bus.	221	359	23,546	4,145
EXPORTS OF FOREIGN SEEDS				
Clover		1,330		17,631
Other				
grasses			85,401	20,848

Flaxseed Condition.

The flaxseed condition for Oct. 1, as reported by the Bureau of Crop Estimates, Dept. of Agriculture, is 84.5, compared with a 10 year average on Oct. 1 of 77.6. Yield for the United States, from the Oct. 1 estimates will be 17,655,000 bus., compared with 18,171,000 bus. from the Sept. 1 estimate, and 15,559,000 bus. from the final estimate of 1914.

Condition and yield of flaxseed in Minn., N. D., S. D., and Mont., are as follows:

	Condition		Forecast, Oct.	
	Oct. 1	Oct. 1	Thous.	Thous.
	1915	10-yr. of bus.	1915.	1914.
Minn.	81	81	3,000	2,930
N. D.	81	75	7,700	6,972
S. D.	93	81	3,200	2,400
Mont.	90	82	3,100	2,560
U. S.	84.5	77.6	17,655	15,559

Clover Seed Condition.

Report of condition of clover seed on October 1, issued by the Bureau of Crop Estimates, United States Dept. of Agriculture, on Oct. 7 shows a decrease of 14% since the report for September. Figures on the principal clover producing states are as follows:

	Condition, Acreage				% of Full
	% of 1914	Oct. 1915	Sept. 1915	Oct. 1914	Crop 1914
Ohio ...	108	52	74	74	71
Ind. ...	130	57	67	60	65
Mich. ...	106	57	79	76	73
Wis. ...	95	76	83	82	88
Ill.	125	58	78	55	60
Mo.	148	70	79	40	55
Iowa ...	102	50	87	77	79
Minn. ...	97	70	84	88	89
Ky.	140	87	89	49	52
N. Y.	125	80	88	75	70
Pa.	95	65	83	75	65
Idaho ...	120	90	94	80	140
Ore.	81	75	84	66	70
U. S.	114.5	66.9	80.3	68.3	70

Books Received

ALFALFA, the wonder plant, on Missouri farms is the subject of the August Bulletin of the Missouri State Board of Agriculture. The book contains 140 pages devoted to the plant and its culture and is profusely illustrated with engravings and sketches. Some of the subjects covered are feeding value of alfalfa, seeding, use of lime, inoculation, fertilizing, history and description, preparing the bed, etc. Vol. 13, No. 8, Mo. Board of Agriculture, Columbia, Mo.

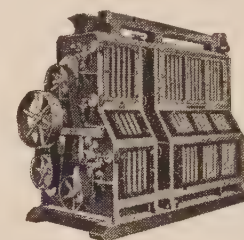
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Supreme Court Decisions

Lien on Crops.—Where title to crops subject to a lien was claimed from different sources, the question is not one of notice, actual or constructive, but of which had title.—*Sanders v. Standard Warehouse Co.*, Supreme Court of South Carolina. 85 S. E. 900.

Pledge of Stock.—When stock is pledged by a customer with a broker, it is sufficient if the broker has in his possession or under his control an amount of stock equal to that hypothecated, which upon settlement he returns to the customer.—*Carlisle v. Norris*, Court of Appeals of New York. 109 N. E. 564.

Suit against Railroad.—Suit against a railway corporation on a contract must be brought in the county where the contract was made, or in which it is to be performed, or where its principal place of business is located.—*Cent. of Georgia R. R. v. W. T. Kuhns Lumber Co.*, Court of Appeals of Georgia. 86 S. E. 56.

Time for Delivery of Wheat.—Under a contract for the purchase of wheat, requiring delivery any time "after January 10th and February, inclusive," the buyer had the business hours on February 28th to close the contract, and the seller could not deprive him of his contract rights by shortening the time to the banking hours on that day.—*Oriental Trading Co. v. Houser*, Supreme Court of Washington. 151 Pac. 242.

Failure of Carrier to Notify Consignee.—Where a carrier was required to notify the consignee of the arrival of the freight and the carrier did not notify the consignee, who failed to apply for and receive the freight, the question of the arrival of the freight at destination in determining the issue of negligent delay was immaterial.—*Stevens & Russell v. St. Louis Southwestern Ry. Co.*, Court of Civil Appeals of Texas. 178 S. W. 810.

Restraint of Trade.—Whether the restraint of one agreeing not to engage in a certain business within certain limits for a certain time is reasonable is to be determined by considering whether it is only such as to afford fair protection to the interests of the party for whom it is given, and not so much as to interfere with the interests of the public.—*Klaff v. Pratt*, Supreme Court of Appeals of Virginia. 86 S. E. 74.

Action for Loss of Goods.—A shipper, suing the carrier as for loss of goods shipped, may, on the carrier showing an offer to deliver, show conduct of defendant estopping it to contend the goods were not lost, but only delayed, as a statement by defendant that they were lost, and could not be found, in reliance on which plaintiff bought new goods.—*Givens v. Seaboard Air Line Ry. Co.*, Supreme Court of South Carolina. 86 S. E. 24.

Sufficiency of Notice of Loss.—A B/L stipulated that claims for loss must be made in writing within four months after delivery. Freight arrived at destination. The consignee notified the consignor by telegram that the freight arrived in bad order. The consignor immediately went to the place of delivery and notified the claim agent of the terminal carrier that he would file a claim, but no claim was filed. The yard agent was also notified by an employe of the consignee that a claim for damages to the freight would be filed. A notation made on the expense bill by the agent of the terminal carrier at the point of destination recited that the freight was more or less damaged. Held, that there was a failure to give notice of a claim for damages and there could be no recovery of damages.—*St. Louis S. W. Ry. of Texas v. Overton*, Court of Civil Appeals of Texas. 178 S. W. 814.

Stipulation for Limited Liability.—A carrier, to which a shipment in good order is tendered, must transport it for reasonable freight charges; and it cannot limit its liability, unless the shipper assents thereto in consideration of reduced rates.—*Wise v. Atlantic Coast Line R. Co.*, Supreme Court of South Carolina. 86 S. E. 22.

Buyer's Action for Breach of Contract.—In an action for failure to deliver goods sold, the measure of damages is the difference between the agreed price and the market value at the time and place of delivery, with interest, and may be calculated from the period at which defendant refused to perform. In an action for breach of contract to deliver cotton seed, a statement showing the price at which plaintiff was forced to purchase other cotton seed, and the difference between such price and the price agreed on with defendant, was admissible.—*Ward v. Cotton Seed Products Co.*, Supreme Court of Alabama. 69 South. 514.

Obligation of Consignee to Receive Goods.—The rule that a consignee must receive the goods when tendered and dispose of the same, and thereby minimize any loss resulting from the carrier's delay, applies where the goods have a market value and can be readily disposed of for something of value; and a consignee of goods of little or trifling value and unsalable may refuse to accept them when tendered after a negligent delay in transportation thereof, and recover damages, with statutory penalty for failure to adjust and pay the claim within statutory time after filing thereof.—*Poore v. Southern Exp. Co.*, Supreme Court of South Carolina. 86 S. E. 21.

Landlord's Lien.—"Although the special lien of a landlord for rent on crops made upon land rented from him dates from the maturity of the crops, and is superior in dignity to the lien of an older common-law judgment against the tenant, yet where the rent is payable in money, and the tenant delivers the whole or a portion of the crops to the landlord in payment or satisfaction of the rent debt, the landlord takes the same subject to the lien of the older judgment, and cannot resist the enforcement thereof by claiming the property, but must assert the priority of his lien for the rent by foreclosing the same and claiming the proceeds of the sale." *Duncan v. Clark*, 96 Ga. 263, 22 S. E. 927; *Lightner v. Brannon*, 99 Ga. 606, 27 S. E. 703; *Hall v. McGaughey*, 114 Ga. 405, 40 S. E. 246. One who subsequently purchases such crops from a landlord, who has bought them from his tenant under such circumstances as above stated, is in no better position to maintain a claim to the property than the landlord himself.—*Carr v. Morris*, Court of Appeals of Georgia. 86 S. E. 94.

Notice to Carrier of Claim.—A stipulation in a contract of carriage that claims for loss or damage shall be made in writing to the agent at the point of delivery or at point of origin, within four months after the delivery of the property, may be waived by the carrier. (a) Where, within four months after the delivery, the shipper, or one authorized to do so for him, filed with the general freight agent of the delivering carrier (even though he did not reside at the point of delivery) a written claim for loss or damage, and where the general freight agent made the claimant an offer on behalf of the carrier in settlement of the claim, which offer was refused, and he thereafter withdrew the offer and declined payment of the claim, on the ground of nonliability, and no question was at any time raised as to failure to present the claim to the agent at the point of delivery, rather than to one high in authority, this amounted to waiver of such failure to file the claim with the agent. See *Post v. A. C. L. R. Co.*, 138 Ga. 763, 765, 76 S. E. 45, and cases cited; *Carter v. Southern Railway Co.*, 3 Ga. App. 35 (5), 59 S. E. 209; *L. & N. R. Co. v. Tharpe*, 11 Ga. App. 471, 75 S. E. 677.—*Shaw v. Southern Ry. Co.*, Court of Appeals of Georgia. 86 S. E. 95.

Payment of Freight before Delivery.—A B/L which stipulates that the owner or consignee shall pay the freight charges, and if required shall pay the same before delivery, and that the initial carrier shall carry the freight to its usual place of delivery at its destination, if on its road, otherwise to deliver to another carrier on the route to destination, does not impose on the owner the duty to pay charges before the initial carrier would deliver the freight to the connecting carrier.—*Quannah, A. & P. Ry. Co. v. R. D. Jones Lumber Co.*, Court of Civil Appeals of Texas. 178 S. W. 858.

I HAVE LEARNED of some very good positions which are open thru my advertisement in the Grain Dealers' Journal.—*Leslie P. Conconnors, Fowler, Kan.*

Clark Burdg.

Clark Burdg of the Clark Burdg Grain Co., Wichita, Kan., engraving of whom is shown herewith, is a true westerner, and his large acquaintance with the people of the west has contributed materially to his success as a grain man. He left his home, in Harper County, Kan., in 1893 with his savings and a horse. The "bank roll" amounted to \$23, and thru frugal living on the part of both Mr. Burdg and the horse, was made to last until Pond Creek, Okla., was reached.

At Pond Creek Mr. Burdg proved a claim, and the land very soon was made to earn a good living for the owner, besides enabling him to purchase two additional claims nearby. In 1908 Mr. Burdg became interested in a Colorado mining proposition, and left the Oklahoma farm to take charge of the property. The "conveniences" of a mining town, however, were not relished by the Burdg family, and the proposition was quickly dropped.

Mr. Burdg's first experience in the grain trade was at Duquoin, Kan., where he purchased an elevator. Shortly thereafter he was tendered the position of traveler for Wallingford Bros. of Wichita, and held the distinction, it is claimed, of drawing the highest salary paid a grain solicitor. His personal acquaintance, besides every country elevator operator in Kansas and Oklahoma, includes each of the many millers thruout Texas.

Much of Mr. Burdg's life was spent on the frontier "busting" bronchos and roping steers, but the nearest approach to the work of the old days which he now encounters is piloting a visiting grain dealer over the streets of Wichita in a big touring car.



Clark Burdg, Wichita, Kan.

Supply Trade

CHICAGO CALLER: E. L. Welde, Buenos Aires representative of Fairbanks, Morse & Co.

CHICAGO, ILL.—A. H. McDonald is sending to the trade a very attractive penholder, bearing his advertisement.

NANSON, N. D.—The Burgeson Powerless Grain Cleaner Co. has been organized and erected a factory to manufacture the grain cleaner invented by O. A. Burgeson.

TRYING to turn on too little advertising power by restricting it to small space is like trying to transmit a thousand-volt current through a baby wire.—M. V. Kelley.

SOUTH BEND, IND.—Geo. T. Smith Co. has purchased a plant in this city which will be devoted to the manufacture of a special machine to extract ergot and black dust from flour.

DENVER, COLO.—Jay S. Myers, secretary and treasurer of the Sutton, Steele & Steele M. M. & M. Co., accidentally met death by drowning in a lake near this city, on Aug. 29.

THERE'S pretty picture advertising. There's cute copy advertising. There's honey dipped and sugar coated advertising that appeals to the senses, but not to sense. Stop tickling and hit hard.—*Montreal Star*.

FARIBAULT, MINN.—The Humphrey Employee's Endless Belt Elevator is gaining in popularity. Never before in the history of the firm have the sales been so large as they have been during the past year. The following installations have been made within the past few days: United Flour Mills Co., Sioux Falls, S. Dak.; Commander Mill Co., Montgomery, Minn.; Williston Mill Co., Bainville, Mont.

THE REMOVAL of duty on Canadian wheat which has recently caused more or less comment, rests entirely with parliament, which does not meet for several weeks. It is understood by Canadian shippers that the present administration is opposed to removal of the duty despite the many rumors to the contrary.

THE SCARCITY of harvest hands in Kansas has for several years impressed the growers of that state with the need for an automatic harvesting machine. Reports from Topeka announce the recent invention of several machines which can be operated on wet ground, threshing the wheat from the stalk, leaving the straw standing. The machines are also said to sack the wheat.

DUPLICATE INSPECTION within a state by the same inspection department should not be necessary, unless the consignee at destination is not satisfied with the first inspection and asks for re-inspection. Where cars of grain pass through two or more inspection points on their way to unloading point, the repeated inspection increases the cost of inspection to the shipper, without improving the service. Kansas shippers in particular seem to be suffering from a desire on the part of some inspectors to unduly increase the receipts of the department. A few protests against repeated inspections would no doubt result in a reduction of their cost for inspection, without reducing the service to the consignor and consignee.

Millfeed Carload 40,000 Lbs.

The arbitration com'te of the Grain Dealers National Ass'n in the case of Cavers Elevator Co., of Omaha, Neb., plaintiff, against B. Strong Grain & Coal Co., of Coffeyville, Kan., defendant, held that a carload of millfeed under the general practice of the trade consists of 40,000 lbs.

On the contract 3 cars containing 400 sacks each, or 40,000 lbs., were shipped, and defendants paid the drafts on the first two cars but refused to pay and protested the draft on one car claiming that plaintiffs had shipped more corn chop than the contract called for.

Defendants contend that their purchase from plaintiffs made thru the Taylor Grain Co., who were acting as defendants' agents, was for three cars, 300 sacks each, or a total of 900 sacks, and that because plaintiffs shipped 4000 sacks in each car, they (the defendants), had to make their customers allowances of \$29.20.

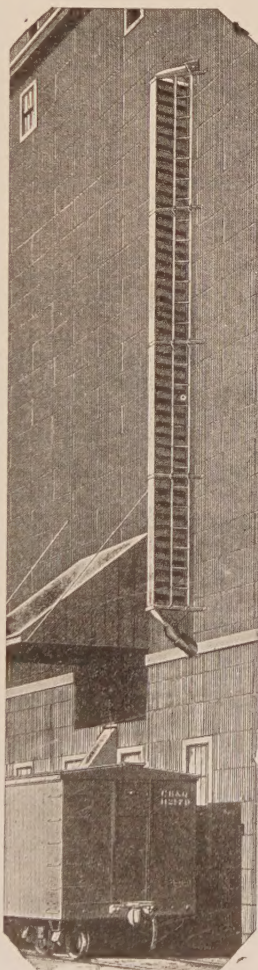
The com'te found "That the evidence shows conclusively that plaintiffs could

have had no knowledge of the fact that defendants intended to limit their purchase or wanted only 300 sacks per car, and the committee does not believe or find anything in the evidence that would indicate the plaintiffs were under any obligation to ask the Taylor Grain Co. about the size of cars wanted, and inasmuch as it is a general practice of the trade to ship 40,000 pounds of Mill Feed or corn chop in each car where no particular size is specified, we believe that plaintiffs were very clearly within their rights under the contract, in shipping 400 sacks per car, and that they are not responsible for the allowances claimed by defendants; nor are they responsible for the shortage of 9 sacks or the freight on same, because the trade was based on Omaha terms and proper documents furnished."

THE VISIBLE supply of wheat on Sept. 30 was the smallest in the last 22 years, and was only 25% of the visible supply at this time last year.

Hess Grain Driers

cannot be excelled for efficiency—economy—convenience—and for this reason **Hess Driers** are in more general use—and have a wider sale and distribution than all other makes combined.



Hess Out-Door Conditioner

In Hess Driers the heat is under perfect regulation—the grain is all in full view while drying. Any result desired may be obtained—whether fast or slow drying—with much or little heat. Suitable for any kind of grain or seed or for salvage grain.

The Hess Drier is **self-cleaning**. Dust cannot accumulate in the racks—and changes from different lots of grain can be made without the slightest mixing.

Made in eleven regular sizes suitable for all kinds of mills and elevators.

Hess Out-Door Conditioners

Patented June 1, 1915

that tumble and stir the grain out of doors, in the wind and sun. Will soon be standard equipment for all mills and elevators. Our customers write that they pay for themselves **within three or four weeks**.

You can buy a Conditioner on **thirty days' trial**, with the privilege of returning it at our expense for freight both ways, if it doesn't make money for you.

This is not a **drier**, but a mighty **improver** of tough, damp and musty grain. Requires no power nor heat, nor space in the house.

Brown-Duvel Moisture Testers

We make them—with copper or glass flasks—for gas, gasoline, alcohol or electricity.

Free booklets, plans, etc. Write, wire or telephone

HESS WARMING & VENTILATING CO.
907 Tacoma Building, CHICAGO

Patents Granted

Corn Drier. No. 1,155,889. (See cut.) J. Q. Clarke, Crawfordsville, Ind. A circular base has a plurality of angle irons secured to its upper surface and a piece of metal secured to the angle irons extends vertically from the base with a conical shaped roof at the upper end.

Treatment of Seed Grain. No. 1,155,560. (See cut.) H. E. Fry, Dorchester, England, assignor to C. E. De Wolf, London, England. The grain is placed in a solution of manure, after which an electric current is passed thru the whole, followed by spraying of the treated grain with mineral oil.

Sack Holder for Grain Chutes. No. 1,154,722. (See cut.) C. E. Penrod, Concord Township, Miami Co., O. A shaft is revolvably mounted in a bracket, a forked lower end and a ratchet wheel being rigidly mounted upon the shaft and adapted to be connected to a fixed support. A spring pressed pawl is adapted to be engaged by the ratchet wheel.

Corn Shelling Machine. No. 1,155,155. (See cut.) J. F. Kienzie, Sioux Falls, S. D. A sheller is rotatably mounted within a cage, the sheller having radial blades which are spirally disposed from one end of the sheller to points midway of the length of the sheller. The parallel parts of the blades carry angularly adjustable plates and extend from the midway points to the opposite end of the sheller.

Grain Bag. No. 1,155,375. (See cut.) J. F. Shannon, Farmville, Va. Flexible metallic mesh container body protects the grain contents from rodents. The body of bag is closed at one end by a portion of itself, and a bar is fastened at each of opposite sides of the body, one bar being provided with flap to overlap the other bar. Means are provided to positively fasten the bars against relative movement.

Stock Food. No. 1,155,529. T. B. Walker, Austin, Tex. Process of manufacture consists of leaching wood particles, adding a small percentage of ground malt and subjecting the mass to heat. After heating it is treated with acid liquors under pressure to produce hydrolyzed wood cellulose, neutralizing later with an alkali and finally drawing off and evaporating the liquid to the consistency of syrup, returning this to the mass.

Weighing and Bagging Machine. No. 1,155,487. (See cut.) J. E. Henderson, Monroe, N. C. A spout and gate are provided with a weigh beam and weighing hopper.

A normally closed discharge gate opens into the hopper, with means for simultaneously unlocking the discharge gate and closing the supply gate when the hopper descends. A notched gravitating bar and pawls lock the bar either up or down, means actuating the pawls.

Grain Pickler. No. 1,155,618. (See cut.) J. E. Robinson and W. J. Currie, Lauder, Man., Canada. A hopper is provided to receive grain and a rectangular chute carried by the hopper discharges contents. A pair of centrally located deflecting plates carried by opposite walls of the chute are located intermediate and at right angles thereto. Means are also provided in the chute for delivering a saturating liquid to the grain prior to the time of its arrival at the uppermost part of the deflecting plates.

Seal Locking Device. No. 1,155,771. (See cut.) Emil Tyden, Evanston, Ill. A flat seal bolt has an engaging head which is reduced in width to form a relatively narrow neck. The mount has an aperture thru which the head can enter and in which the neck can turn to cause the head to extend crosswise. The mount has a projection extending adjacent to the edge of the bolt, which is adapted to folding at a transverse line position to cause the folded portion to abut edgewise on the projection, and adapted to break upon being straightened back into alignment.

Seal Locking Device. No. 1,155,768. (See cut.) Emil Tyden, Evanston, Ill. A flat seal bolt with a hook formation is adapted to be engaged by edgewise movement in two directions, the hook engaging a mount. An aperture is provided thru which the seal bolt is thrust for locking, the mount having an exterior abutment adjacent to the path of engaging movement of the seal bolt. The bolt is weakened for folding at a line positioned for causing it when folded to extend one edge past the abutment, and breaking at the weakened line upon being straightened back past the abutment.

THE DIRECTORS, delegates and members of the Millers' National Federation will hold their semi-annual meeting on Oct. 22 at the La Salle Hotel, Chicago.

THE MOVEMENT of oats continues liberal. The quality arriving at all markets is of a low order, and they are constantly pressed for sale. The consumptive demand is mainly for a better quality than is now offered and the discount for the poor oats is gradually increasing. Unless a more active export demand develops there is no probability of a material increase in values from the present level.—L. W. Forbell & Co.

Insurance Notes.

INDIANAPOLIS, IND.—The many friends of L. R. Doud, inspector for the Mill Owners' Mutual Insurance Co., will regret to learn that he has been confined to the Deaconess Hospital for two months with heart trouble.

THE MILLERS' Mutual Casualty Insurance Co., Chicago, has issued a treatise on roller mill belt guards, showing with illustrations how to place guards against the hazards of exposed belts. The guards described are also adaptable to use in grain elevators or any building in which exposed belts are used.

THE FIRST AID Cabinet of the Millers' Mutual Casualty Insurance Co., Chicago, has reduced the number of infection losses during the last year from 5% to less than 2%. The company considers this showing very gratifying, but is not yet content, believing that if instructions accompanying each cabinet are carefully observed infection among cabinet users should be a thing of the past.

SAFETY BULLETIN No. 9 of the Millers' Mutual Casualty Ins. Co., Chicago, is entitled a Submarine Attack on Booze, and is aimed at the married men employed about mills or elevators who cannot get along without drinks. After a short lecture on intemperance the bulletin calls attention to the fact that most compensation laws provide no compensation for the employe injured while under the influence of intoxicants.

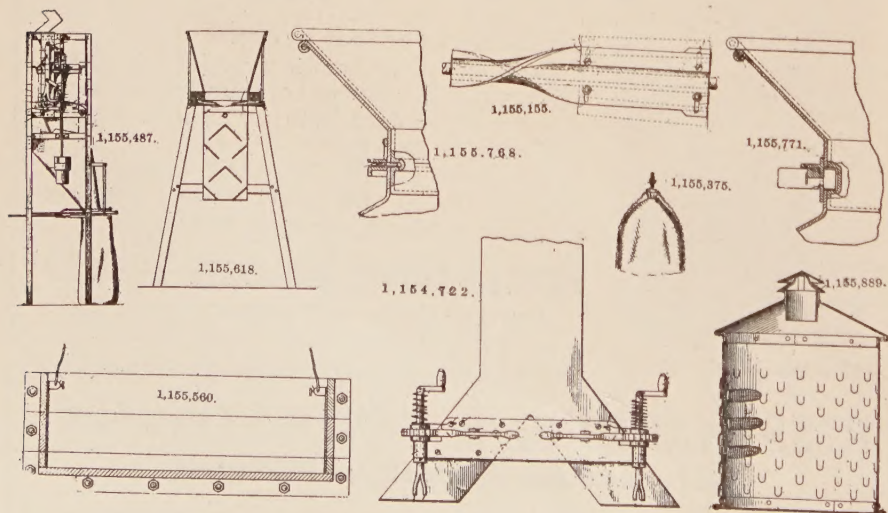
THE STRENGTH of the Western Grain Dealers' Mutual Fire Ins. Co., Des Moines, Ia., is called to the attention of the grain trade in a recent bulletin announcing cash assets of \$15,000 for each million of insurance carried. This is \$2,000 per million more than the largest old line company in the state. The company collects annual premiums amounting to upwards of \$50,000. The commissions of 15 or 20% usually paid to agents would amount to \$10,000 per annum, whereas the entire cost of conducting the business for 1914, without agents, was only \$6,800.

Ralph G. Shaw Dead.

Ralph G. Shaw, of the Western Millers Mutual Fire Ins. Co., Kansas City, Mo., died of apoplexy Sept. 27 at his home in Kansas City. Mr. Shaw was stricken while at work in the office but was hurried to his home, where he passed away the same afternoon. Funeral was held on Sept. 29.

Mr. Shaw was associated with the C. B. & Q. Ry. until 12 years ago, joining the Western Millers Mutual Fire Ins. Co., in May, 1903. Four years later he became connected with the Southwestern Agency at Kansas City.

Mr. Shaw was born in Ripley, O., 49 years ago, and since associating himself with the insurance business displayed a loyalty and interest which was of great moment to the fraternity. He was always whole souled, genial, capable and above all, conscientious. While the company with which he was identified and his widow, who survives him, have suffered a great personal loss the entire grain and mutual insurance fraternity of the west feel keenly the bereavement, because there are few men like him. His straightforward manner and unfailing courtesy will ever be remembered by all who knew him.



The GRAIN DEALERS JOURNAL.

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

of
Luverne, Minnesota

Write Elevator and Grain Insurance on the purely Mutual Plan, with *Cash Dividends* Annually.

Write the Secretary for Rates

E. A. BROWN, Pres.
H. S. GREIG, V. P.

E. H. MORELAND, Sec.
B. P. ST. JOHN, Treas.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance



This Cabinet should be in Every Mill and Elevator.
WE SUPPLY IT AT COST.

If you have a good thing

Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

ACCOUNT BOOKS for sale by
GRAIN DEALERS JOURNAL, CHICAGO

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$24,011,664.48. Cash surplus \$531,396.68

H. B. SPARKS, President

G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS



90% OF IT

can be prevented. We are here to solve your problems.

SERVICE FREE

to policy holders of the following companies:

ASTONISHED!

Are you, Mr. Property-owner, one of the 15,000 to whom this enormous fire waste is chargeable?

YOU ARE

if you have ever had a fire.

MUTUAL FIRE PREVENTION BUREAU - OXFORD, MICH.

MILLERS NATIONAL INSURANCE CO. OF CHICAGO, ILL.
WESTERN MILLERS MUTUAL FIRE INSURANCE CO. OF KANSAS CITY, MO.
OHIO MILLERS MUTUAL FIRE INSURANCE CO. OF CANTON, OHIO.
PENNSYLVANIA MILLERS MUTUAL FIRE INS. CO. OF WILKES-BARRE, PA.
MILL OWNERS MUTUAL FIRE INSURANCE CO. OF DES MOINES, IA.
THE MILLERS MUTUAL FIRE INSURANCE CO. OF HARRISBURG, PA.
TEXAS MILLERS MUTUAL FIRE INSURANCE CO. OF FORT WORTH, TEXAS.
MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO. OF LANSING, MICH.
GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO. OF INDIANAPOLIS, IND.

ALL STEEL \$59²⁵ GARAGE

The Butler "Round Ruf" SIZE 10 X 14

Full protection and at least cost. Fire-proof. Corrugated. Easily put up. Attractive in appearance. Portable. Useful as a machinery, tool or storage building. Additional sections to increase length furnished at any time.



BUTLER MFG. CO.
240 Butler Bldg.
Kansas City, Mo.
Grain Bins, Tanks, Silos. Write for booklet on Stock Fountains and Hog Furniture.

If Your Business
isn't worth advertising
advertise it for sale.

Lightning Can't Strike

if Illustrated Book on Lightning Free. Explains kind of rods that protect. W. C. SHINN, 147 N. 16th St. Lincoln, Neb.

Shinn Gets There First

GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The
SYKES
Company
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$1.75 per copy

GRAIN DEALERS JOURNAL
315 South La Salle St. Chicago, Ill.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

The MOST PERFECT METHOD

of drying ever invented is the **DOUBLE PRESSURE SYSTEM** which is an exclusive feature with the **ELLIS DRIER**. It means that you can remove from one to fifty per cent of moisture from your grain with perfect evenness. Even drying results are of utmost importance to both elevator and mill operators and if you are considering the purchase of a drier it will pay you well to investigate this Double Pressure System as used in the **ELLIS DRIER**.

GRAIN
DRIERS

ELLIS DRIER COMPANY

Postal Telegraph Building
CHICAGO

OAT
BLEACHERS

SPECIFY THE ELLIS: It will NOT crack, blister or discolor the grain

The grain is moved on the bin floor by a 36-in. conveyor belt, reversible, discharging at the ends upon storage conveyors 320 ft. long running into the tank, or annex gallery. The draw-off spouts load to a conveyor that discharges upon two 36 in. conveyors of the dock gallery each 780 ft. long. The machinery equipment other than as named is of the latest and best make and was manufactured by the Weller Mfg. Co. of Chicago.—"The Price-Current Grain Reporter."

When the Sunset Elevator was rebuilt there was one thought uppermost in the minds of all parties concerned in the work of rebuilding

"Nothing but the Best"

There could be just one answer—



We Know How to Build

**Elevating, Conveying & Power
Transmitting Machinery.**

**WELLER MFG. CO.,
Chicago**



A Reason Why

It's no disgrace to "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

A Day Dust Collector Reason

Save power in operating your cleaning machinery

ALWAYS CONSIDERS THE DAY FIRST.

The Day Company, Winnipeg, Can.
Dear Sirs: For your information we may say in a general way that when we are looking for dust collector outfits, we consider the **DAY** first. Yours truly,
WESTERN CANADA FLOUR MILLS CO., Ltd.

This letter was received after having installed **FOUR** separate dust collecting systems for that company.

THE DAY COMPANY
1122 Yale Place Minneapolis, Minn.